FOR POSTAGE RATES SEE FRONTISPIECE

"TripleX" — the safety glass

THE SPHERE, APRIL 29, 1944
With which is incorporated "BLACK & WHITE" 1/6

# THE SPHERE

Vol. CLXXVII No. 2310 WITH WHICH IS INCORPORATED THE GRAPHIC APRIL 29 1944

KING SIX CIGARS
1/- each
MADE BY J. R. FREEMAN & SON, LTD.
MAKERS OF FINE CIGARS SINCE 1839

PADDY
OLD IRISH WHISKY
London Agents: Coverdale & Co., Ltd., 9, Bishopsgate, E.C.2

ROSS'S BELFAST
GINGER ALE SODA WATER
TONIC WATER GRAPE FRUIT
LIME JUICE CORDIAL LEMONADE
will be in the 'rounds' of the best circles

BY APPOINTMENT TO H.M. THE KING
GAYMER'S CYDER
WM. GAYMER & SON LTD., ATTLEBOROUGH, NORFOLK, ENG.

You'll HEAR BETTER With
ArdenTE
THE WORLD'S GREATEST HEARING SERVICE
CALL OR WRITE FOR FREE TEST
Mr. R. H. DENT, M.Inst. P.I,
309, OXFORD STREET
LONDON, W.1
ARDENTE LTD.
TELEPHONE MAYFAIR 1380 · 1718 · 0947

GREYS CIGARETTES
Just honest-to-goodness tobacco

BY APPOINTMENT TO H.M. KING GEORGE VI
SUPPLIES OF WAX POLISHES ARE LIMITED BY ORDER...
RONUK
SANITARY POLISHES
ARE DISTRIBUTED PROPORTIONATELY TO PRE-WAR TRADE STOCKISTS

YOUR BEST REWARD
Bass
TRADE MARK

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1.

PRICE ONE SHILLING AND SIXPENCE
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM
Office: Commonwealth House, 1, New Oxford Street, London, W.C.1

# AVON BULLETIN

## *for drivers – about*

# SYNTHETIC TYRES

Tyres partly and in some sizes wholly made of "synthetic" are now coming into use.

Your next tyre may be one of these.

"Synthetic" is *NOT* synthetic *rubber* but a compound, which has *some* of the properties of natural rubber. In some ways it behaves differently.

Synthetic tyres develop more heat, and high temperature is the enemy of all tyres. This means high speeds are ruled out.

Overloading *must* be avoided.

Proper inflation *must* be maintained.

*SPECIAL NOTE.* Every tyre should be returned for retreading when the tread wears smooth, i.e. *before* the fabric shows.

*A Red Medallion with a Code Number on your tyres means that they are made partly or wholly of synthetic.*

AVON

*The Aristocrat of Tyres*






*COMBINED OPERATIONS*

**THE COMBINATION OF CRAFTSMANSHIP, STYLE, MATERIALS, TRADITION AND SERVICE, UNITE IN THE MAKING OF UNIFORMS FOR ALL UNITS OF THE ALLIED FORCES.**

*Telephone: WHITEHALL 3343*

# BURBERRYS

HAYMARKET - LONDON - S.W.1

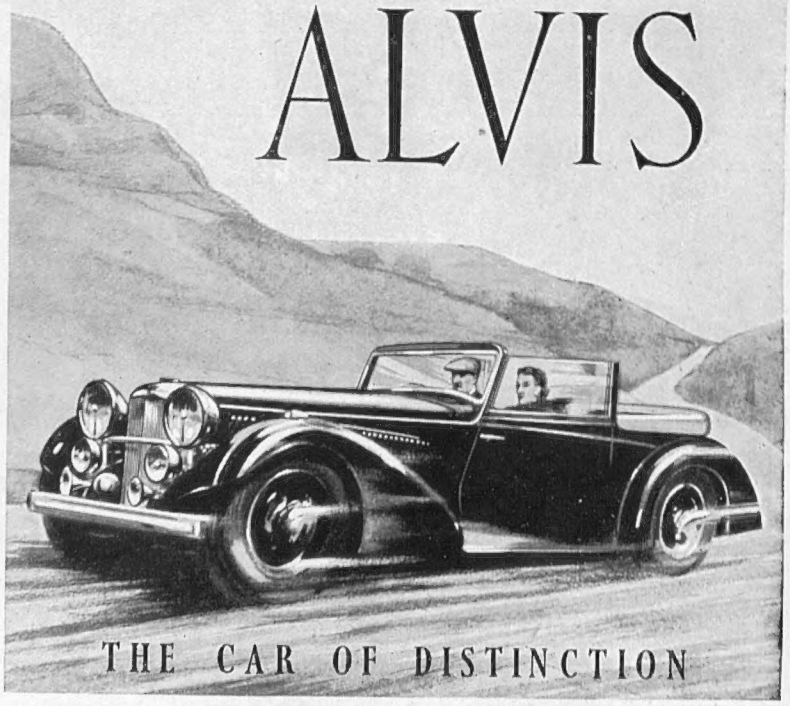
*AGENTS IN ALL PRINCIPAL TOWNS*

BURBERRYS LTD.



*When Individuality Returns . . .*

# ALVIS



THE CAR OF DISTINCTION

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

**THE GERMANS USE REMOTE-CONTROLLED "SECRET WEAPONS" IN THE BEACHHEAD—AND FAIL.** A RIGHT-HAND SIDE VIEW OF THE "BEETLE TANK," OR "DOODLEBUG," knocked out and captured near Cisterna on April 7. The rear compartment (on left) holds the storage battery, while the electric motor with a direct drive to the driving sprocket is in the forward compartment

The invention variously known as the "Beetle tank," or "Goliath tank," or "Doodlebug," is the latest German weapon to fail to achieve the purpose for which it was intended by the Nazis. The "Doodlebug," as it is generally called by the Allied troops in the beachhead, is a miniature tank containing explosives, which was originally believed to be radio-controlled, but is now found to be "remote-controlled" by cable. These tanks were first used in the Anzio bridgehead in February 1944. On April 7, four "Doodlebugs" were launched against the Allied lines south-east of Cisterna in the Mussolini Canal area. Three of them were destroyed: the fourth was knocked out by machine-gun fire and recovered for examination. The approximate length, including bumper bar, is 69 in.; the length excluding bumper bar is 51 in. Height is 25 in. The explosive chamber holds 250 lb. and the whole construction appears to have been spot-welded throughout. The side plates over the battery and electric motor are slightly under 1-10th of an inch thick, while an extra plate ¼ of an inch thick has been added to increase the protection to the front

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

# A WAR NEWSLETTER —No. 243

1, NEW OXFORD STREET, W.C.1.

## The British Empire.

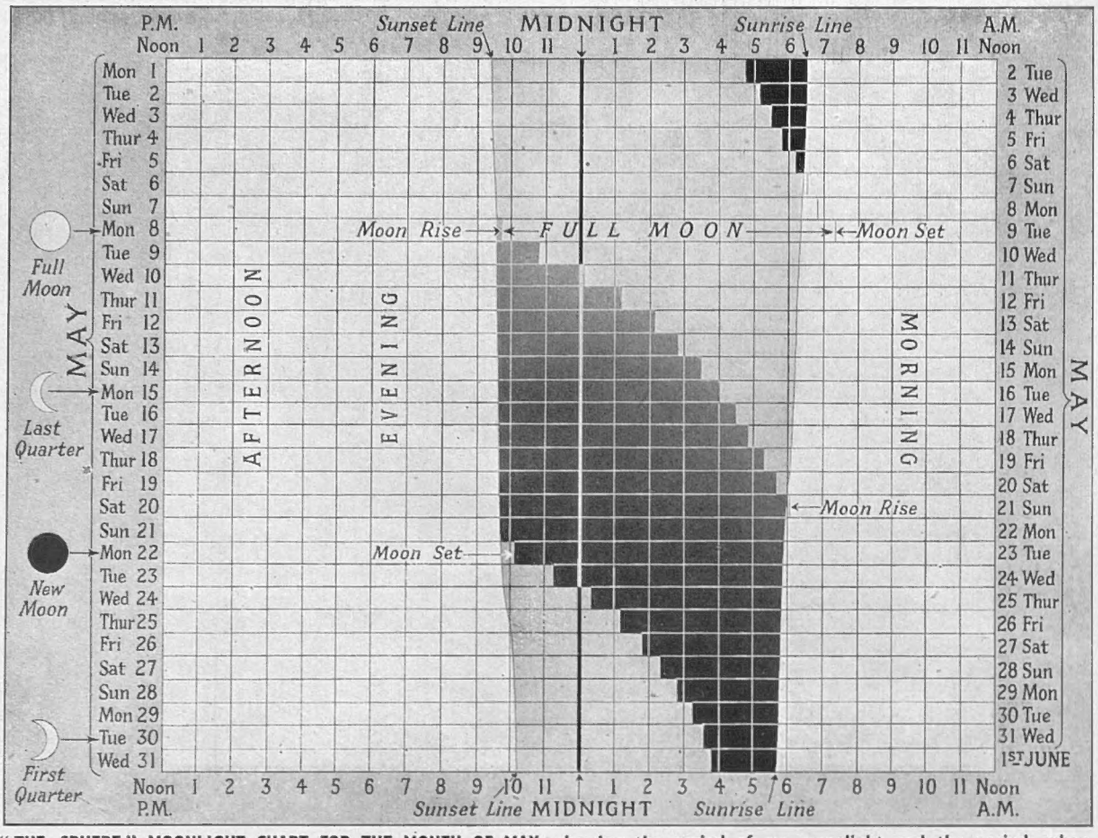
—The debate on the British Empire on the eve of the Imperial Conference was more heartening than most recent debates in the House of Commons. Members of every party contributed sound ideas of how best to preserve in times of peace the spirit and unity of the Commonwealth which have made so signal a contribution to the defeat of Nazism. Here at least we are as a nation and as a Parliament on sure ground, on common ground, on fruitful ground. This Commonwealth is the flower and fruit, the visible token, of British greatness and strength. By it we made our great contribution to the cause of war; by it we shall make our best contribution to resettlement. It shows us united at home and abroad. Its future depends on the decisions of the great free and independent nations which compose it. Each and all will have strong views, suggestions and criticisms to put forward. It is not in question that they will unanimously decide to "hold their own," to hold and strengthen what they have won and created for an example and bulwark for the civilised world. On this confirmation the resettlement of Europe and the Far East depend. Little men and jealous men and ignorant men have sneered at and condemned this Commonwealth, and little Englishmen have apologised for it, and explained it. It needs no apology, it cannot be explained. It is and will be; and the sick world can be thankful for it and seek to imitate it, if it be possible. It is our *métier*, our pride, our contribution. It stands in the way of tyrants and tyranny and nationalism. It does not stand in the way of larger and wider associations of some nations in Europe or elsewhere. But for us British it stands first. Our influence in the resettlement of Europe is not so clear, not so assured, not so well acknowledged. We put our house in order when the rest of the world was in chaos. Let us keep our house in order that order may return to the world. The British Commonwealth has proved time and again the greatest force for peace and sanity in civilisation and the staunchest enemy of tyranny and injustice. He is a craven indeed who is ashamed of its greatness.

## To Keep the Lamp Alight.

—What man, what nation, what hemisphere, can look back over the past and find nothing to regret? The past is to be judged by the standards of thought and morality of the past. The institutions of to-day can only be judged by current standards, and by these the British Commonwealth comes triumphantly through. The fogs of uncertainty and doubt lie over the present and the future. Here and there a few towers and pinnacles stand out above it. They mark the way we should tread. First things first; let us follow our star.

> "Time and the Ocean or some wandering Star
> In high cabal have made us what we are."

Let us hitch our wagon to that star and the whole lumbering caravan can join up behind, if it please, and follow the pathfinder. It never surprised me that the last conscious thought of that great statesman and patriot King, George V, was for his Empire. He was aware that our interventions in European affairs had not always been inspired with vision and success. He clearly saw that then, as now, we have much ground to make up on the road to a true understanding of other great nations. He saw in the British Empire the one clear, straight road for British influence, example, strength and leadership in a sick world. He saw, too, that the letter kills and the spirit makes alive. It is the spirit of the British Commonwealth that can light the lamp for civilisation. It is our first job to keep that lamp alight.




**"THE SPHERE" MOONLIGHT CHART FOR THE MONTH OF MAY, showing the period of no moonlight and the period when the moon will be at its full**

*A limited number of these charts will be supplied free of charge on application to the Publisher, "The Sphere," Commonwealth House, 1, New Oxford Street, W.C.1, but 2½d. in stamps must be enclosed with the application*

## The Crimea.

—The words "The Crimea" for about ninety years suggested to the Englishman slow-motion warfare, a warfare bloody always, calling for grit and heroism of the highest order and hideously costly in casualties from disease. Our whiskered forefathers, practising the new art of cigarette smoking over against the Redan, remained always a slow-motion picture despite the Balaclava flash. And even in the earlier years of the present war, slow-motion, grit and patience were the keynotes of Crimean campaigns. Now the Russians have given another connotation to the Crimea. Henceforth it will stand for the "Blitzkrieg," the Russian perfection of a Hitler patent, the perfect historical example of the aggressor hoist with his own petard, the *locus classicus* of the art of war, in a certain stage of war, practised and executed in perfection. This Russian Paradise and hell, the joy of holiday-makers and the grave of hundreds of thousands of brave men, has made new history and rewritten military history; and our whiskered great-uncles pass into an unquestioned "limbo." It is magnificent *and* it is war, as Hitler would have it.

## Castles in Spain.

—The voice of Spain, or so much of it as we in England can hear, remains predominantly pro-Nazi, and very patently anti-Russian. As for the Western Allies, we at any rate, ever since the Spanish civil war, have been dealt with by talking Spaniards too often in the manner of a highly cultured and civilised race looking down its nose at a decadent race and, latterly, one moving fast towards semi-barbarism. The humorous side of this attitude taken up by Franco's voices amused us or irritated us according to our natures—for a time. Now we are beginning to think the joke has gone on long enough. No doubt a compromise peace would suit Franco's book best, but Franco's book is of no great moment or authority at the present time. His own house is built on the sand and his castles are castles in Spain. It will be time enough for him to offer advice to the Great Powers when he has put his own house in order and realised that Fascism in any form has no place in civilisation, and that the sooner it is put in the grave the better and the cleaner for humanity. Perhaps Franco's Spain has not a very up-to-date idea of the present temper of the Western democracies. I do not know what the influence and example of Ambassadors may be in these days when they are pulled by strings from Whitehall. In old days their influence was personal character, and could be very great and effective sometimes. Sir Samuel Hoare is an English gentleman of notable culture and of very polished manners, and a deeply religious man. He has proved himself in the past a master of appeasement. Here is a dilemma. If he represents our "culture," this is one more "failure of a mission" (like Sir N. Henderson's in Berlin in 1939), for Franco's voices despise us as barbarians. If he is employing all his arts of appeasement, his mission is misconceived, for the present temper of our nation is not appeasement or compromise, but total and rigorous extermination of all things Nazi with the minimum of delay and with the minimum of obstruction by those who sit on the wall.

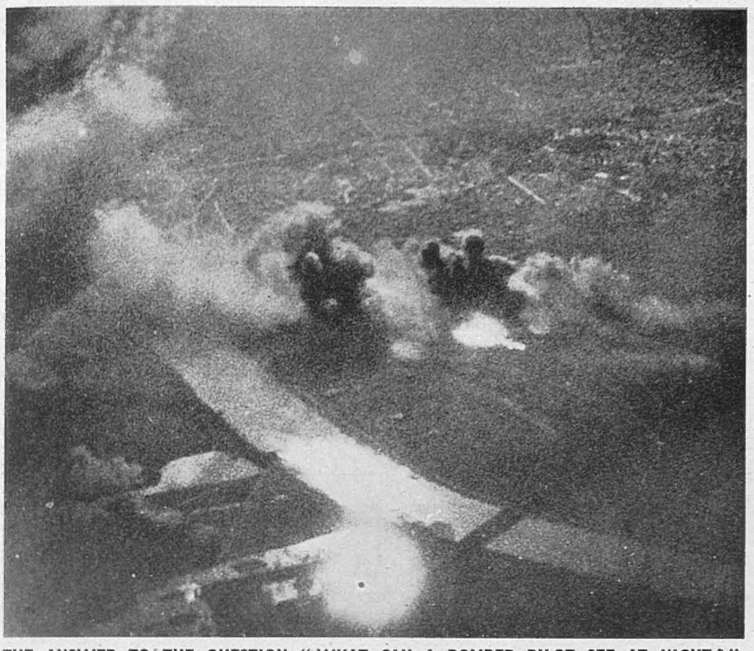
## Vengeance is Mine.

—I am prepared to accept as true the reports that Mussolini is a sick man, is detached from the affairs of this world and making his peace with God and his conscience. On all evidence, his rescue was not one of Hitler's brighter inspirations. He has cut no ice with Fascism reborn and has been a liability rather than an asset to Nazism. And one by one the war criminals—the marked-down victims of the "Hang-the-Kaiser" party—are filched away by a Higher Judge. Years ago, when I was more vulnerable, I put Gayda, the mouthpiece of Fascism, high on *my* list, and even prepared boiling-oil for him in imagination. When he ended his miserable existence the other day outside Rome, caught by one of our bombs, or murdered, or by his own hand destroyed, I felt no sense of having been robbed of revenge. I silently wrote Gayda off. And if Mussolini dies, I shall not feel it. For I am persuaded *unalterably* that the highest flights of sadistic imagination by men in torture-chamber technique cannot rival the sufferings of these heady, boastful, vain and empty men, reduced to impotence and ridicule and the rack of their own consciences of guilt and utter failure—which is God's punishment. I am certain in my own mind that we shall never put the arch-criminal, Hitler, in our dock, however meticulously we plan the Court of Jurisdiction. And I hope it may be so. "Vengeance is Mine (saith the Lord); I will repay." And He does; and infinitely more effectively than Man can do it. All Man's efforts are vulgar by comparison and tend to make the victim a martyr and the judge uneasy.

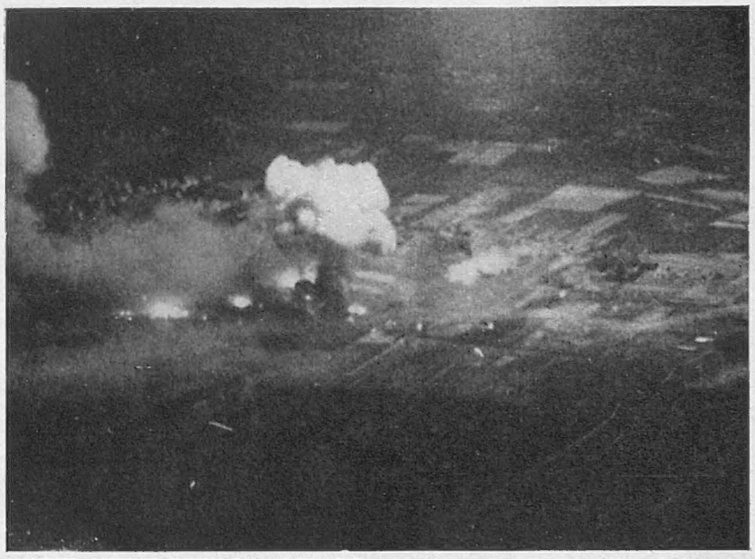
## A Charming Talk.

—It would not be immoderate or petulant or untrue to say that a lot of drivel and foolish flattery and other claptrap has been in the last fifty years written and spoken about British Royalties. This output has been the work of gossip-writers and Court traitors and fashionable women in need of money, and it is a testimony to the worth and good sense of our Royal House that it has done them no harm at all. They have good-humouredly endured it and emerged unscathed. But that does not mean that they have liked it. On the contrary. They might reasonably and ruefully sigh: "Save me from my [*soi-disant*] friends"; they might reasonably expect more considerate treatment, as a family which among British families to-day has least to conceal and least need of window-dressing. But they realise, no doubt, that at the root of the trouble lies a very genuine and very urgent curiosity throughout the Empire concerning their way of life. And that being so, Lady Helen Graham's broadcast on Princess Elizabeth's eighteenth birthday stands out as a model. I am not a devotee of the buzz-box. I am not addicted to talks on the air. Why was it that I was so delighted with this item? Perhaps it is best to avoid an inquisition. Voice, language, manner, taste—all played their parts. It was in one sense an "old-fashioned" talk. Perhaps there were virtues after all in those "bad old" days which we never cease to trounce and to deplore. Perhaps we can still learn something from our past, something which will help to "clear the air."

THE OLD STAGER



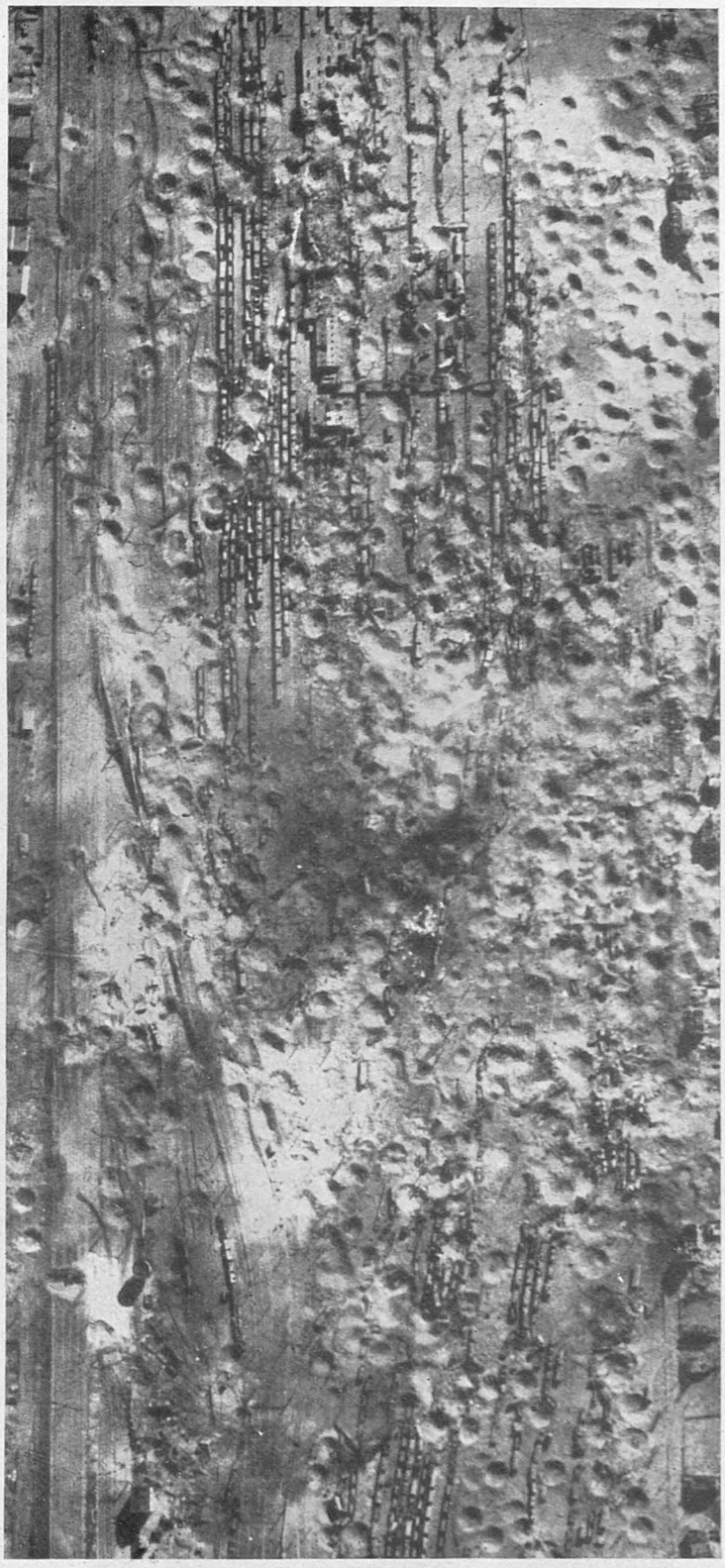
**THE ANSWER TO THE QUESTION, "WHAT CAN A BOMBER PILOT SEE AT NIGHT?" This very interesting photograph was taken by a cameraman of the R.A.F. Film Production Unit who flew in a Bomber Command aircraft over Northern France for the raid on Juvisy-sur-Orge on the night of April 18. Smoke from the fires started in the railway yards is seen drifting across the target area, while the light from one of our flares is seen reflected in the River Seine immediately below**



**ANOTHER PICTURE TAKEN BY MOONLIGHT during an attack on the Aircraft Factory at Toulouse.** On the night of April 5-6 a moonlight attack was carried out by a force of R.A.F. Lancasters on the aircraft factory and airfield used by the Germans at Toulouse, when considerable damage was caused. The main assembly shop and sheet metal and dope shops were partly destroyed, and other damage was effected by blast and fire. The factory was the S.A. des Ateliers d'Aviation Louis Breguet; and the airfield was that of Toulouse-Montaudran. Glowing fires under a pall of smoke marked the target when this film shot was taken

**FRANKFURT DEVASTATION CAUSED IN MARCH and during subsequent raids by the R.A.F. and U.S.A.A.F.** Reconnaissance photographs taken after the two major attacks by aircraft of Bomber Command on March 18-19 and 22-23 and daylight attacks by aircraft of the Eighth U.S. Air Force on March 20 and 24, show that the centre of Frankfurt is now almost wholly devastated. Although heaviest in this area, the destruction spreads eastwards and westwards to the industrial and commercial districts surrounding the important inland harbours. The main station and railway marshalling yards have also suffered considerable damage. Frankfurt has long been one of the most important commercial cities of Germany, and since the war its industries have been engaged in the production of material vital to the enemy war effort. This picture given here shows the centre of the town as it now is—a vista of destruction (*see also pages 134-135 of this issue*)

# ON THE NIGHT OF APRIL 18-19



**THE ALLIED ONSLAUGHT ON THE RAILWAY COMMUNICATIONS OF THE NAZIS IN Occupied France. The Railway yards at Juvisy-sur-Orge, near Paris, almost completely obliterated as a result of the attack by British Lancasters and Halifaxes on the night of April 18-19. Note the complete disappearance of workshops, repair depots, signalling apparatus, roundhouses, and nearly all facilities. Rolling stock trucks can be seen lying between the shattered tracks in grotesque positions.**—*This reconnaissance photograph was taken on the afternoon of April 19*

On the night of April 18-19, Bomber Command sent out over one thousand aircraft on a large number of operations: in particular, the offensive was resumed against railway targets in France through which the Nazis have been passing great quantities of material. Forces of Lancasters and Halifaxes left England just before midnight to attack targets near Paris. One of these was Juvisy-sur-Orge. There was some cloud over the target, but our pilots later stated that the accuracy of the attack was extremely good. In some cases our bombs extinguished markers which were still burning in the target area. The glow of the fires which our aircraft started could be seen 100 miles away on their journey home. The weight of the attack fell on the big railway yards: a heavy concentration of bombs was dropped on the tracks and the damage to the rolling stock was considerable. There were also points of damage in the industrial area between the railway yards and the River Seine, where there is an oil depot and factories

# PILING UP AMERICAN AIRCRAFT AND ARMS IN BRITAIN

## The Material which is Flowing In in Readiness for the Second Front in Europe

MORE TANKS ARRIVE FROM THE U.S. Ships are continuously coming into British ports with an endless stream of precious cargoes of war materials in readiness for the Second Front. Here is a convoy of prime-movers carrying M5 light tanks and M4 medium tanks across a section of England

Behind the U.S. Air Force in Britain in its plans for the coming invasion of the Continent of Europe lies the vast technical organisation of the base depots of Air Service Command scattered throughout this country and Northern Ireland. At these depots everything that the Air Force needs can be supplied; aircraft arriving from the United States are assembled and serviced; battle-damaged planes are repaired or dismantled for salvage; while thousands of radio, armament and engineering experts are employed in keeping in being and building up the great air forces for the battles which lie ahead.

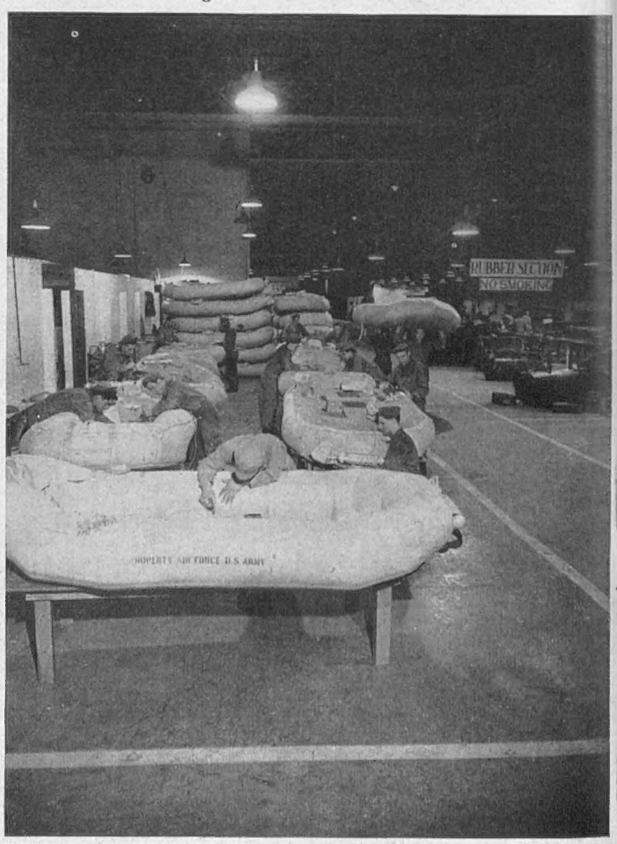
Air Service Command of the U.S.A.A.F. is now a vast organisation of truly American proportions: its great testing time will come in the forthcoming invasion of the Fortress of Europe. For every pilot actually engaged in operational duties, there are twenty-one skilled ground men engaged in the vast air depots, fighter and assembly stations, ports of entry, air terminals, bomb dumps and stores which have been taken over from the British or built by the Americans themselves on sites allotted to them. It is these men who make it possible for the Eighth Army Air Force to break the *Luftwaffe* by day—as they are now doing, as a preliminary to the main task of the Allied Nations. One depot alone, for instance, overhauls the engines of 1,000 planes a month; one bomb dump handles five times the tonnage it handled only six months ago.

The pictures reproduced on these pages were, for the most part, taken during the course of a recent flying tour of some of these establishments. They demonstrate how the material now flowing into the country in a steady stream through many ports is being handled and stored.

REPLACING AND REINFORCING THE AMERICAN AIR FORCES IN BRITAIN: A general view showing aircraft lined up at an Air Base Depot in great numbers. These planes are not only taking the place of those wrecked in combat: they are increasing the already overwhelming number of planes at the command of the Allies

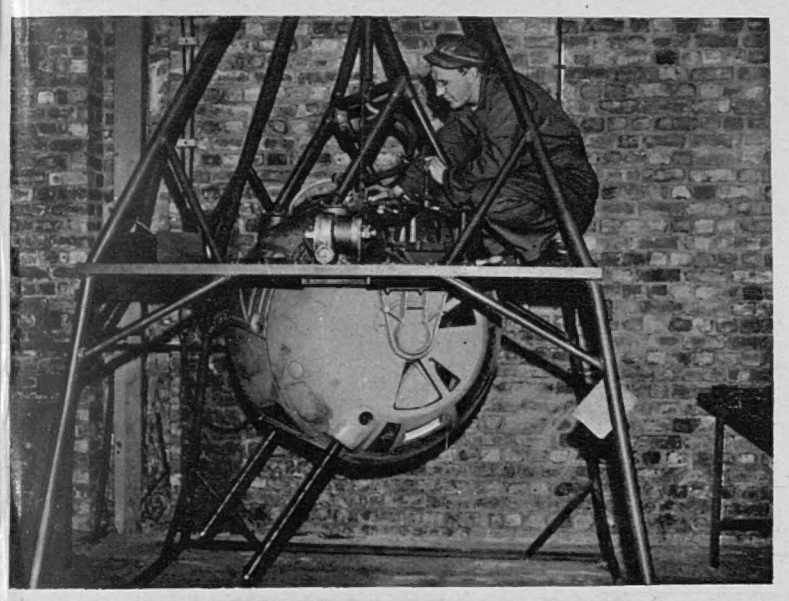
The contraption around this technician's shoulders is an engine harness to connect the various parts of an aero engine together

THE CLEANING AND ASSEMBLING OF P-38 THUNDERBOLT FIGHTERS: These aircraft have come over in convoy from the United States; only a short space of time is required to fit them for action against the "Luftwaffe" over Occupied Europe



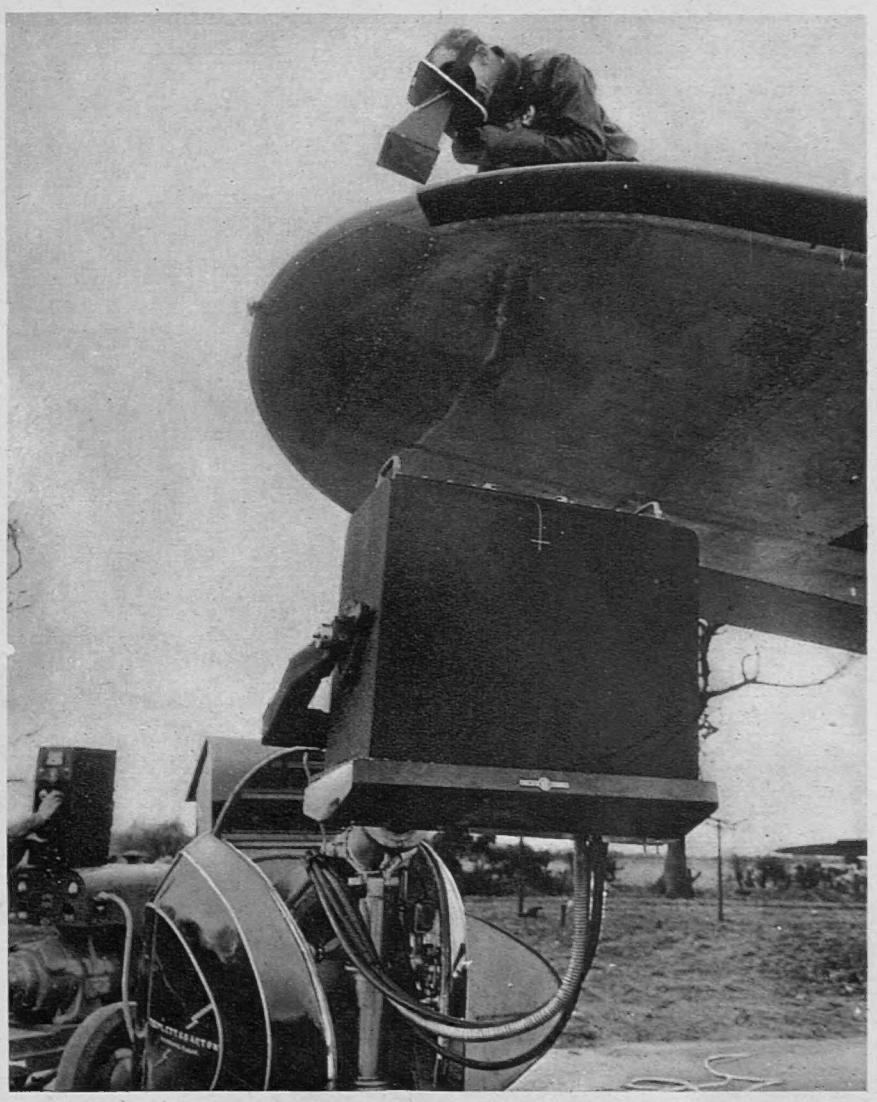

RUBBER DINGHIES BEING SERVICED before being placed in American operational aircraft. Vast numbers of these are arriving in this country from the U.S.

**MUSTANGS ON THE LEFT; THUNDERBOLTS ON THE RIGHT. An impressive avenue at a Station where newly-arrived fighters are assembled. Note the wire-meshing on which the aircraft stand**

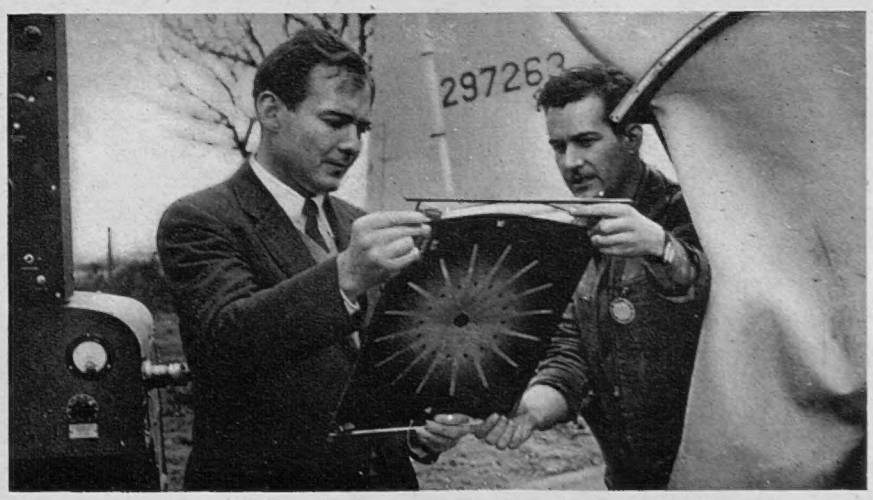


**AN AMERICAN CORPORAL OVERHAULS THE BALL TURRET of a Flying Fortress in an armament section at a great air base in Britain where the big bombers are readied for action**

**STOCKS OF AIRCRAFT TYRES IN THE STORES. All shapes and sizes are being sent over the Atlantic to keep fighter and bomber aircraft flying, no matter what the rate of wartime wastage**



**X-RAYS FOR AIRCRAFT: A specialist examining the wing section of a plane by the Fluoroscopic X-ray machine operated by power. This is a new idea for dealing quickly with suspected damage**

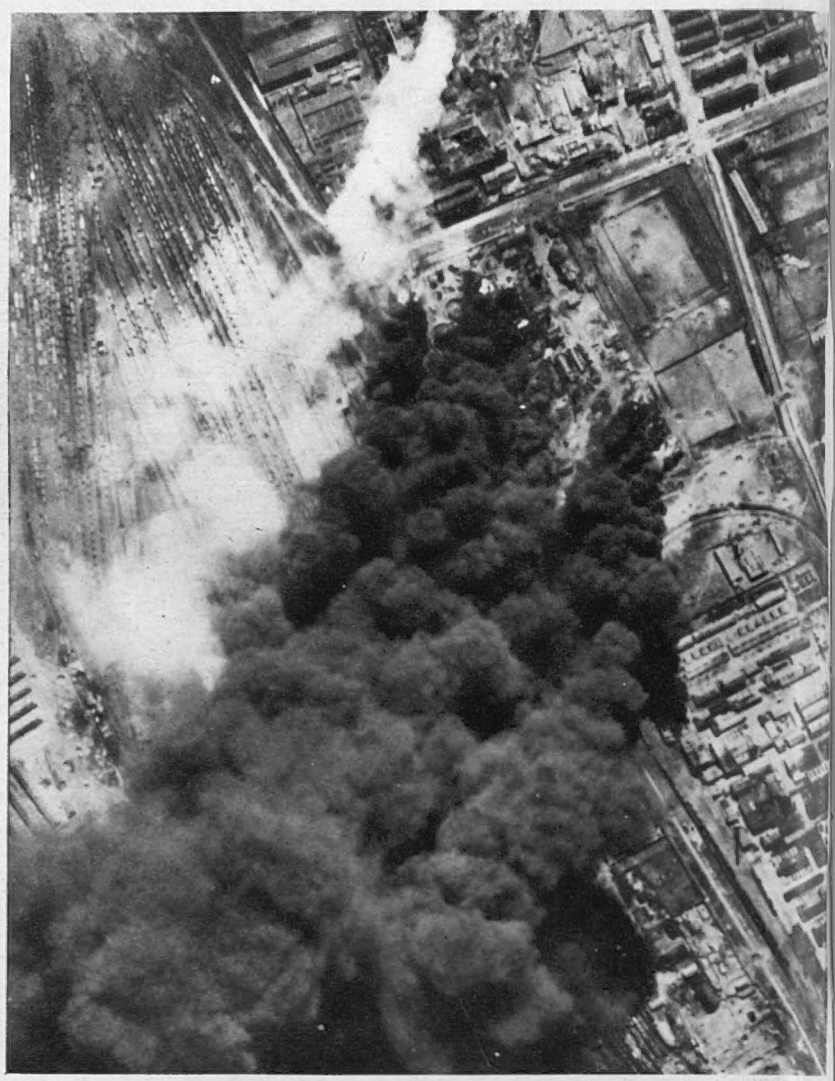



**MR. CAMPBELL H. WATSON, HEAD OF THE UNIT, inspecting film developed on the spot:** When an American pilot comes back from combat and reports damage to his plane, an X-ray plate of the suspected portion is quickly taken. This is done by the 250 K.V.X. Ray Mobile Unit, operating on behalf of the American Army Air Force. The machine photographs the damage, and the film is developed on the spot, thus saving a great deal of time. It also saves much time which would otherwise have to be spent by skilled technicians in stripping the aircraft to find the extent of the damage

# The BOMBING of OCCUPIED EUROPE

## The Continued Offensive by British and American Aircraft Shown in a Series of New Reconnaissance Pictures

**BUDAPEST EXPERIENCES ITS FIRST ALLIED AIR RAID: Smoke from burning oil refineries, railway yards and aircraft factories rises in the air after bombers of the Mediterranean Allied Air Force made their first assault on the Hungarian capital, important enemy production centre, on April 3. A Liberator bomber can be seen soaring over the target area on the left**



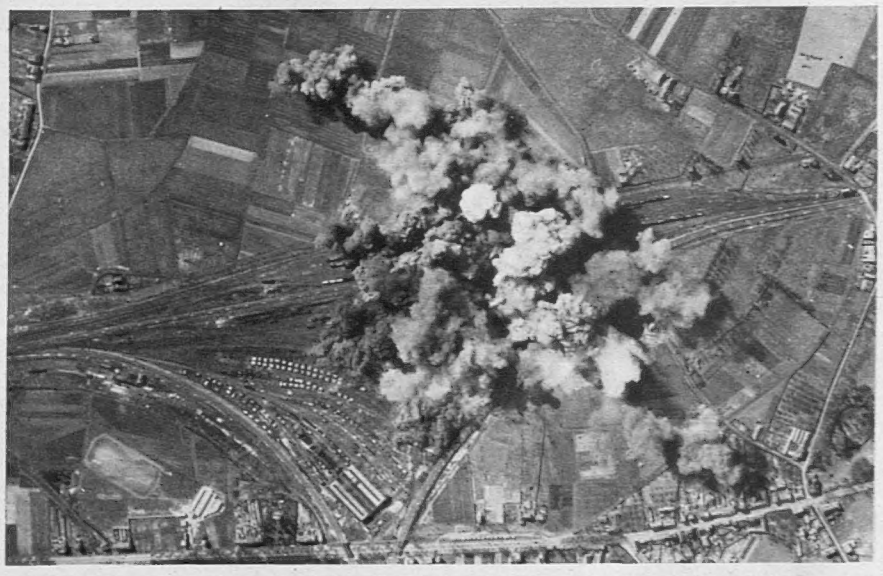
**THE RAILWAY YARDS AT BUDAPEST ON APRIL 3. These culminate in a bottleneck (in upper left). Four waves of bombers, flying in clear weather, carried out the attack—the first made from the Mediterranean area. A few days later, the R.A.F. used 4,000-lb. blockbusters on the same targets. Apart from one Russian raid, made in 1942, this was Budapest's first real experience of air war on the grand scale**

**A NAZI TRAINING CENTRE IN GERMANY BOMBED BY DAYLIGHT. At Lechfeld, in South-Western Germany, the Nazis have established one of their centres for training bomber personnel. On April 13 heavy concentrations of American bombers hit hangars, control tower and other buildings at this centre. At least ten aircraft on the ground were in the area covered by the bombs**

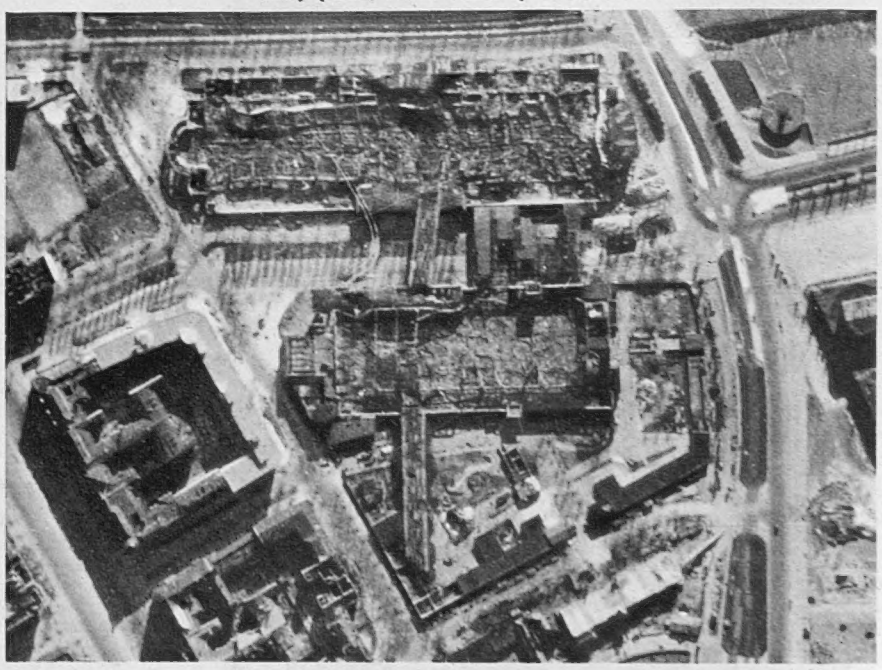
**THE U-BOAT PLANT AT STETTIN, ON THE BALTIC, UNDER ATTACK:** On April 11 Flying Fortresses of the American Eighth Air Force carried out an attack on the Vulcan submarine plant at Stettin, about 75 miles north-east of Berlin. Shipyard installations, docks and nearby sections of the city were also hit. In this picture a cluster of bombs can be seen blanketing the very important U-boat plant in the dock area

**RECONNAISSANCE BY THE R.A.F. reveals severe damage in the railway yards at Vaires, near Paris.** Evidence that two ammunition trains were destroyed during an attack by Bomber Command of the R.A.F. on the railway yards at Vaires, 15 miles east of Paris, during the night of March 29-30, is provided by reconnaissance photographs taken on the following day. Very severe damage was caused throughout the yards, to rolling-stock—much of it laden with armaments and other war material—tracks and buildings. The picture reproduced here shows a section of the yards. At the top of the photograph is an area, approximately 250 by 125 yards, where, apparently, two ammunition trains were hit and exploded. Two parallel lines of depression mark the probable positions of the trains, and smoke is still rising from the wreckage, and rails have been completely cut for a distance of about 200 yards. Much rolling-stock has been wrecked by blast, in addition to the damage caused by bombing alone. In the centre and lower half of the photograph, wagons and trucks (many of which were laden with tanks and vehicles) lie scattered and wrecked

**AMERICAN MARAUDERS OVER NAMUR IN THE DAYLIGHT.** Here are some of the 150 B-26 Marauder medium bombers of the Ninth Air Force which, on April 10, seriously damaged the railway marshalling yards at Namur, 35 miles to the south-east of Brussels, in Belgium. The smoke rising from direct hits on the tracks and freight-cars shows the kind of precision bombing the Marauders have demonstrated in their heavy attacks against German transport in Occupied Europe. The planes in this picture are unpainted: their natural aluminium finish, without paint, increases the speed of the aircraft



**A SERIES OF EASTER EGGS DROPPED ON NAZI-OCCUPIED BELGIUM.** No Easter parade of Nazi war supplies passed through this railroad junction! The picture above was taken as the first formation of U.S. Marauders attacked the important Hasselt railway marshalling yards in Belgium on the day before Easter, and put their bombs squarely on the target. The white smoke-cloud was 150 ft. long and 40 ft. wide. Other Marauder formations followed up by dropping their loads into the carriage and wagon repair shops and the small, white-roofed storage sheds in the lower left. All the main through tracks were cut in many places, one of them by seventeen craters



**THE DAMAGE TO BERLIN'S SHORT-WAVE STATION. What has happened to the Charlottenburg radio transmitting station in Berlin is revealed by these two new R.A.F. reconnaissance pictures, taken after recent Allied attacks on the German capital.** Several of the buildings have suffered damage: in the picture on the left the long shadow cast by the radio mast can be clearly seen in the bottom centre. The picture above shows the damage done to two large Exhibition buildings in the Charlottenburg Fairground, both of which have been gutted as a result of the raid

# In QUEST of an UNITED PEOPLE'S AUTHORITY

## The International Labour Office—which still Functions in the U.S.—and its Plans for an After-war Campaign on Want and for the Promotion of Social Justice

Described by FERDINAND TUOHY

THANKING the war for this and that has begun in earnest when we read of an I.L.O. Report testifying that in "terms of technical and social evolution the war has telescoped years into months and generations into years." Baldly left, this comes dangerously near justifying Mussolini's thesis that war is a natural necessity.

Some critical punch might be salutary. The I.L.O. authors might have animadverted: "You could have done most of it out of your own heads and hearts without a war. But you had to have your Niagara of suffering. You collection of rotters!"

Using the method here, this article begins:

The war was responsible for shifting the main bodies of the League of Nations to North America, with the result that the people of the United States got so deeply interested in a new League that their Government once again produced the necessary plans.

And it goes on:

But if the Americans should back out a second time, after again involving other peoples, then they had better look out for their own health and happiness, for no one else will.

This menacing tone swiftly changes, however, when we record that the present American Administration is doing its best to avert the Wilsonian blunder of leaving Congress out of the planning. Mr. Hull is trying to get both Houses down to formulating plans for the new world Authority, and even if he fail, it will still be a better start than in 1918. It means that well before the Presidential election the rest of us will have ample opportunity to gauge just how Americans really feel on the whole subject. Whereas the 1919 rejection of Wilson's commitments took even the Versailles politicians aback. Senator Lodge would have benefited mankind had he posted a relevantly scored James Bryce to each of them.

The first thing that strikes one about the American recommendations, as voiced by Assistant-Secretary of State Breckinridge Long, is that they stick to the conceptions of the old League, save in two important particulars.

We are to have an international organisation for the maintenance of peace and security, and, goes on Mr. Long, "It is clear that there must be some general body on which all member States will be equally represented to serve as a world assembly of nations. There must be a court of international justice. And there must be a smaller body or council, representative of the large and small nations, endowed with adequate powers and means to arrange for maintaining the peace." It is here that we branch off.

Article X of the Covenant, mutual aid against an aggressor, failed because it had no teeth. This is to be remedied by the maintaining of adequate forces at the disposition of the new world Authority, the major nations, "and any other nation to be agreed upon," to supply the necessary armed requirements. "The Major Nations" is evidently thought to be softer on the smaller ear than "the Great Powers," and the hope is to put over a Combined Staff formed by Britain, the United States, Russia and China. This will render unnecessary the summoning of an international force and, later, other countries will be invited to join the staff. This is a French idea—Tardieu, 1932—and we may be sure that at least one other nation, of the Latin family, over 100,000,000 in Europe alone, will quickly be solidly backed to assume a like responsibility in arms to China.

Assuming that America will come into its second-born, we know that Russia will, and this will be a tremendous advance on 1919 when France and Britain were left holding the baby. The new infant will be solidly held from the start by the two fatal absentees of yore. And the little body will do its teething right away. There is more to come. The last League was brought down by two other fundamental flaws. It was obsessed by territorial rights and minority puzzles; and it became ridden by super-governmental agencies of international speculation and trusting. Neither of these millstones will be suffered to drag down the edifice again to anything like the same extent if the deep and far-striking plans of the I.L.O. are passed for action.

Briefly put, the I.L.O. will wage war on want and promote social justice, and it has every right to the confidence it wears, as the one first-class success of the old League. In looking after the world at work, the aim will be to bridge frontiers economically and financially on the premise that if people have material well-being, and feel safe, their living on this or that side of a State line will no longer assume the devastating importance it once did.

Frontier worries should lessen in proportion to the following up of the I.L.O.'s guiding affirmation that "All human beings, irrespective of race, creed or sex, have the right to pursue both their material well-being and their spiritual development in conditions of freedom and dignity, of economic security and equal opportunity." This may sound tall, idealistic talk, yet its authors will be aided by great prestige.

As for the play of uncontrolled money-power on international affairs, the I.L.O. is out to remedy matters by protecting essential raw materials and necessities of life from speculation and "cornering." The effort will be to make them available on a widening scale, and to this end the closest watch will be kept on economic and financial policies and deals. The I.L.O. used to be shushed off when it trod beyond pure Labour matters. It is now prepared to butt in wherever it feels itself attained, which will be nearly everywhere.

Without a doubt, the success or failure of the next League will depend on the I.L.O. more than any other constructive factor, and we may expect a great expansion of work, staff and influence under Edward Phelan, a pioneer since 1919. Thus, it is on the cards that parts of UNRRA will in time merge in the I.L.O., to which it already bears a family resemblance, although any merging must wait until UNRRA has accomplished its first mission, which is to get human life going again. Reconstruction and getting the wheels turning come after; that is where UNRRA may come up with the I.L.O.

This merging of new international forces in old will constitute a complete gain over 1919, when neither existed in the form and magnitude of to-day. The curtain went up on this blending of pre- and post-war at Hot Springs and Atlantic City, when the Finance and Economic Sections of the League, established at Princeton, U.S.A., offered technical help to UNRRA delegates on questions of food. The same collaboration may be expected from the Health Section, of world-wide range, which has remained at Geneva under Dr. Gautier.

Of course, it is just simpleton's thinking by people who don't like it, to say that the League is dead. As if a corpse could collect over £450,000 last year, and spend more! The fact that nearly all save Axis lands paid their whack, speaks of respect. As Phelan is the big noise in the New World, a second Irishman, Sean Lester, carries on in the Old. All sections have been kept ticking over and transport and refugees will soon enough be called on. Although only about ninety remain at Geneva, many in the unique Library, the League's international civil service of 800 has been held together, and it is not to be scoffed at. Nearly all have shown their faith during the war by continuing to pay towards their pensions, though they might have taken lump sums.

What the League thinks about itself comes out in the latest Annual Report. It thinks that each member State should examine the Pact through a microscope, and then its own intentions. And Article X should have force behind it. One misses any reference to the mounting question of the position of the small nations in the next organisation. This is a matter of special concern to Britain as she takes up her new stand in relation to the major nations and the Commonwealth. On what system of "units" voting shall be ordered is clearly of much importance to a land like Britain, already held to be trying to get six votes for one—united Commonwealth—foreign policy.

The small nations are being charged with having largely contributed to the breakdown of the last League. It seems that too great emphasis was placed on their capabilities; it was ridiculous to give the same voting power to Paraguay and Poland, etc. I believe the main charge can be refuted again and again, and I am glad to see that Lord Perth, who should know more than most people, thinks the same.

Several other aspects one would like to do more than mention. It always seemed absurd that the World Court was practically ignored except over matters like fishing disputes. It wants a purgative. And there is the triple question in relation to the League's successor: When? Where? What name? Some wish to start almost with the European "Cease-fire"; others visualise the new Authority being ushered on the stage after temporary instruments have dealt with direly pressing problems.

There is what may be termed an atmospherical argument against the finished article taking on a new lease at Geneva, though this argument is considerably met by Mr. Churchill's recent opinion that the late League would have been successful had it been properly backed—it is good to hear the Prime Minister still entirely in favour of picking up all the threads. As to title, you hear of attempts like: The Union of Peoples, The World Association, World Authority, The United Peoples.

**MAJOR RANDOLPH CHURCHILL TRAINING TO BECOME A PARACHUTIST—a picture just released by the Censor.** This photograph was taken at a Parachute Training Unit in the Western Desert some time ago: it has only just been released for publication. It shows Major Randolph Churchill, son of the Prime Minister, just after he had made one of his first jumps as a parachutist. Several British officers have been decorated recently for "jumping into" Yugoslavia to assist Marshal Tito, and Major Churchill's name has been frequently mentioned in this connection by the Nazis. At the time this picture was taken, another officer under training was Captain the Earl Jellicoe, whose father commanded the British Grand Fleet during the last war

# Panther Tank; and U-boat One-man Dinghies

**THE LATEST GERMAN TANK: A frontal view of the 45-ton Panther, which has already been reported in action on the Russian front**

**WHERE THE ARMOUR OF THE PANTHER IS WEAKEST: At the sides it is about 1¾ ins. thick, and the tracks are quite exposed**

A 45-ton tank, called the Panther, mounting an exceptionally long 7·5-cm. high-velocity gun, is Hitler's latest production in armoured fighting vehicles. It is manned by a crew of five and has already been reported in action on the Eastern Front in Russia. A striking feature of the tank is its very long sloping front plate, which closely resembles that of the famous Russian T.34 cruiser tank. The tracks are of a new pattern and also show traces of Russian influence. Although about the same size as the Tiger, the Panther is a cruiser tank, with a fair turn of speed and a good all-round performance. The main armament consists of a new 7·5-cm. (2·95-in.) gun, with an overall length of about 18 ft. Alongside the 7·5-cm. gun in the turret is a 7·92 mm. machine-gun, but there is no machine-gun in front of the hull, as has hitherto been the custom in German tanks. The thickest armour measures 4 ins., on the gun mantlet. At the sides the armour is only about 1¾ ins. thick

**THE GREAT LENGTH OF THE 7·5-CM. (2·95-IN.) GUN: This measures about 18 ft. overall, and it is protected by armour 4 ins. thick. There is no machine-gun in the front of the hull, as has hitherto been the German custom**

**1—A U-BOAT "KILL" IN THE ATLANTIC: The first two depth-charges dropped by the Sunderland explode around the stern, while machine-gun fire straddles the bows of the conning-tower**

On patrol in the Atlantic, a Sunderland flying-boat of Coastal Command operated by a Canadian crew recently sighted a German U-boat. The Sunderland attacked with machine-gun fire and depth-charges: in this attack, the front-gunners fired to such good effect that the German gun crews were almost all killed or wounded, and all but one of the U-boat's guns were put out of action. Depth-charges straddled the enemy and as they exploded bits and pieces of the U-boat were flung into the air. The U-boat went down by the stern, then disappeared—only to re-surface three minutes later, obviously damaged. The Sunderland circled the enemy, waiting for another aircraft to arrive and complete the "kill." The U-boat went down by the stern, and the crew then threw out one-man dinghies, into which they scrambled, as shown in the pictures herewith. These dinghies are a comparatively new idea for German submarine crews

**2—A GREAT PLUME OF WATER RISES HIGH INTO THE AIR as other depth-charges explode close to the enemy's stern. A large piece of metal is flying over the conning-tower**

**3—THE ONE-MAN DINGHIES ARE LAUNCHED by the submarine's crew as the vessel goes down by the stern. Each man then dives for one of the rubber life-rafts**

**4—THE CAMERA OF THE SUNDERLAND RECORDED THIS SHOT of the crew of the U-boat as they manœuvred their dinghies together in the shape of a huge flower. The picture was taken almost from sea-level**

**WHEN THE AMERICAN FLEET ATTACKED THE MARIANNE (OR LADRONE) ISLANDS ON FEBRUARY 22:** Carried out by a "Task Force," the attack resulted in the loss to the Japs of 135 aircraft (87 destroyed on the ground, 34 in combat, and 14 by naval gunfire). Only six American planes were lost, and no warship was sunk or damaged. The burst of flame seen off the stern of the American aircraft-carrier in the above picture marks the end of one of the Japanese planes shot down during the action. Few enemy ships were found, but a cargo vessel and a patrol craft were sunk and two cargo-boats and seven other small ships were damaged, while many shore installations were heavily bombed

# WARSHIP versus BOMBER in the PACIFIC

## The Pursuit of the Jap Navy and Merchantmen by American Aircraft

During recent months the war against the Japs in the Pacific has been greatly intensified, with American warships and aircraft hitting at the enemy over a very wide area. Throughout the thousands of islands and atolls, the war has largely been one of aircraft versus surface vessels: but on many occasions landings have been made and valuable bases wrested from the hands of the Japs after months of occupation and fortification by the latter. Gradually the net is being drawn closer, with ships and planes creeping ever nearer to the heart of Japan itself. The pictures on these pages have all been taken during the past few weeks of fighting in the Central Pacific: they show the manner in which the land bases are being raided by Allied ships and bombers, as well as the way in which enemy shipping is being attacked wherever it is located. The Japs have already suffered grievous losses, especially in transports and escort vessels; and these losses will probably be found to have a decisive effect in the later stages of the war against the yellow men

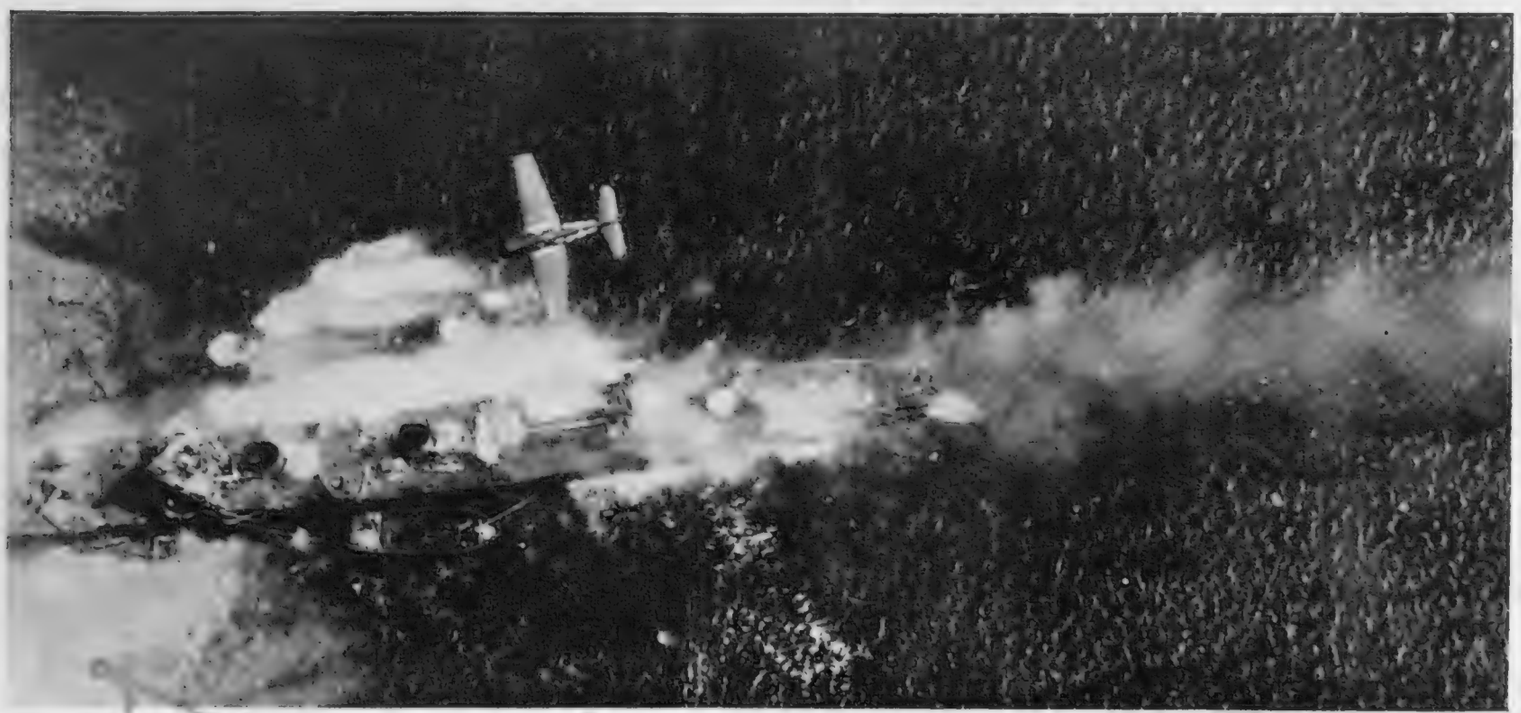
**JUST ONE OF THE TWENTY-THREE JAP SHIPS SUNK AT TRUK during the raid on February 16 and 17:** This attack was launched by powerful forces of the U.S. Navy aided by hundreds of aircraft at dawn on February 16. Twenty-three vessels were sunk, and one of them is here seen just before it went to the bottom: in addition, 201 enemy aircraft were destroyed by American planes operating from carriers. This raid was described by Admiral Nimitz, the U.S. Commander-in-Chief in the Pacific, as a "return visit" for Pearl Harbour

**THE JAP BASE AT TRUK IS BLASTED A SECOND TIME:** Following on the attack carried out on February 17, Truk received a second blasting on March 15. This picture was taken above Eten Island, the Japanese airfield in the group, by a Liberator bomber of the Seventh Army Air Force as the land-based planes approached to the attack. The craters which are seen dotting the airstrip were caused by the carrier-based bombers which carried out the previous attack in February. Truk lies in the Caroline group: it is the most important Japanese base in the Central Pacific and one of the strongest in the world. It has often been described as "Japan's Pearl Harbour"

**NEAR THE JAPANESE BASE AT WEWAK, IN NEW BRITAIN :** On this occasion aircraft from General Kenney's Fifth Air Force met a Japanese convoy off the harbour of Wewak. The convoy consisted of two transports and three corvettes. Under attack by the American bombers, the whole convoy went to the bottom. The vessel in the above picture is seen zigzagging frantically in an attempt to dodge the bombs raining down from above : one near-miss is seen in the left corner, but others have found their target. Shortly after this the ship joined the other vessels of the convoy—on the sea bottom

**AN AMERICAN PLANE SINKS A SMALL JAP SHIP :** The warship appears to be about the size of a corvette. The aircraft above it is a B-25 bomber belonging to General Kenney's Fifth Air Force in the Pacific area. On close examination of the picture, Jap personnel aboard the warship can be seen running for cover as the bomber releases one of its load. The ship was steaming at full speed as the picture was taken : it soon stopped, however ; took fire, and eventually sank

**A WOUNDED PILOT COMES HOME FROM THE RAID ON TRUK :** The deck crew are armed with fire-fighting equipment as the American dive-bomber makes a belly landing on its carrier. The pilot was wounded and his landing gear had been damaged in the attack on Truk. Nevertheless, he was able to return with only slight further damage to his aircraft and to make a highly sucessful landing under very difficult conditions on the carriers heaving deck



**THE PURSUIT OF JAPANESE NAVAL VESSELS THROUGHOUT THE PACIFIC BY AMERICAN BOMBING AIRCRAFT.** The plane seen in the picture is a Grumman Avenger, a carrier-borne torpedo-bomber. The warship is a destroyer of the Asasio class, of 1,500 tons. The vessel was caught by American raiding planes during the attack on the Jap base at Truk on February 16, and was one of the twenty-three vessels destroyed on that occasion. In the Pacific war, for many months past, it has been a case of bomber versus warship : it is difficult to assess precisely the number of Jap vessels destroyed by bombing, but it must be considerable—if not overwhelming

# The FIGHTING in BURMA

**Where the Japs have Been Trying to Invade India, by Way of Manipur State**

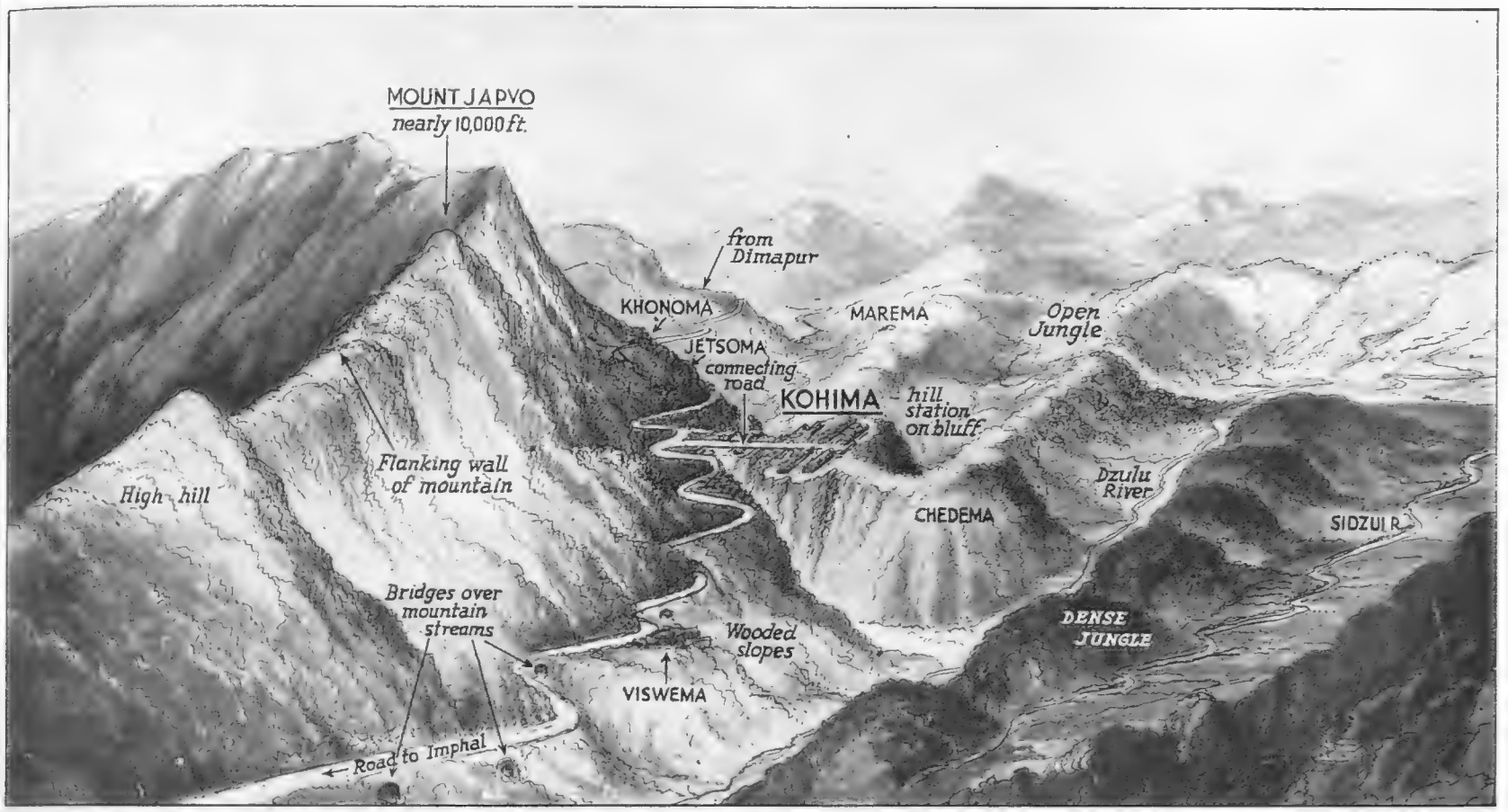
*—Special Sphere Drawings*

**THE MAIN IMPHAL-DIMAPUR ROAD, cut by the Japs to the north and south of Kohima, the strategic town at the highest point along the road**—*Drawing by E. G. Lambert*

One of the chief Japanese threats lay in the area extending northwards from Imphal, capital of Manipur State, to Dimapur, the station on the Assam-India railway. This region is traversed by the all-weather highway through the plain of Manipur to Dimapur, in the big river valley beyond the Naga Hills: the roadway skirts some of the lower hills and gradually climbs to the hill base at Kohima, the objective of one of the main Japanese thrusts. The enemy infiltrated across the jungle-covered hills to the east and claimed to have entered Kohima. But this was officially denied; and later communiques referred to the clearing of Japanese road blocks to the north and south of the station. One Japanese thrust from the Ukhrul district, 30 miles to the north-north-east of Imphal, was diverted and delayed by the desperate resistance of a small Allied force. The Plain of Imphal was later reported clear of the enemy, who was also thrust back from a hill on its north-east edge. This oval-shaped hollow between the hills is almost entirely grass-covered—tall enough to hide a man

**AN INCIDENT DURING THE BATTLE FOR IMPHAL: A mixed force of British and Indian troops put up a desperate resistance to the Japs on the Sangshak Plateau, north-east of Imphal, where the enemy set the jungle on fire and forced the Allied troops to dash through the flames and the falling trees**—*Drawing by Roland Davies*

British and Indian soldiers, though isolated, fought for seven days and nights on the Sangshak Plateau, on the Assam border, and held up the main Japanese thrust for the Manipur Road on the Indian side of the frontier. Some of the men belonged to the mortar detachment of a British artillery regiment which was part of a mixed force of Punjabis, Gurkhas and Mahrattas ordered to delay the enemy. The Japanese had reached Ukhrul, 30-odd miles north-east of the British base of Imphal, in a rush to get on through the mountains and establish themselves across the main Dimapur-Imphal Road near Kohima. Near Ukhrul, on the plateau, was this British force. Although greatly outnumbered, it held on to its positions and deflected the enemy column from its objective. It split the Japanese into smaller columns, which were more of a nuisance value than a real threat. The Japanese set to work to annihilate this obstinate British and Indian force which was holding them up. The plateau was swept by enemy fire. Trees, cut in two, crashed to the ground; the dried grass fell in swathes as if cut by a mower. The jungle took fire in places, and flames and smoke added to the lurid scene. The Japanese would come rushing forward through dark jungle, only to be thrown back with fearful slaughter by rifle and tommy-gun, bayonet, kukri and dah. Then over the wireless came the order to retire. "Time and again the Japanese tried to ambush us," said one of the men. "They would set fire to the dry jungle in squares to trap us inside. They covered possible exits with machine-guns. Some of our men were killed by the machine-gunners; others were burned to death"

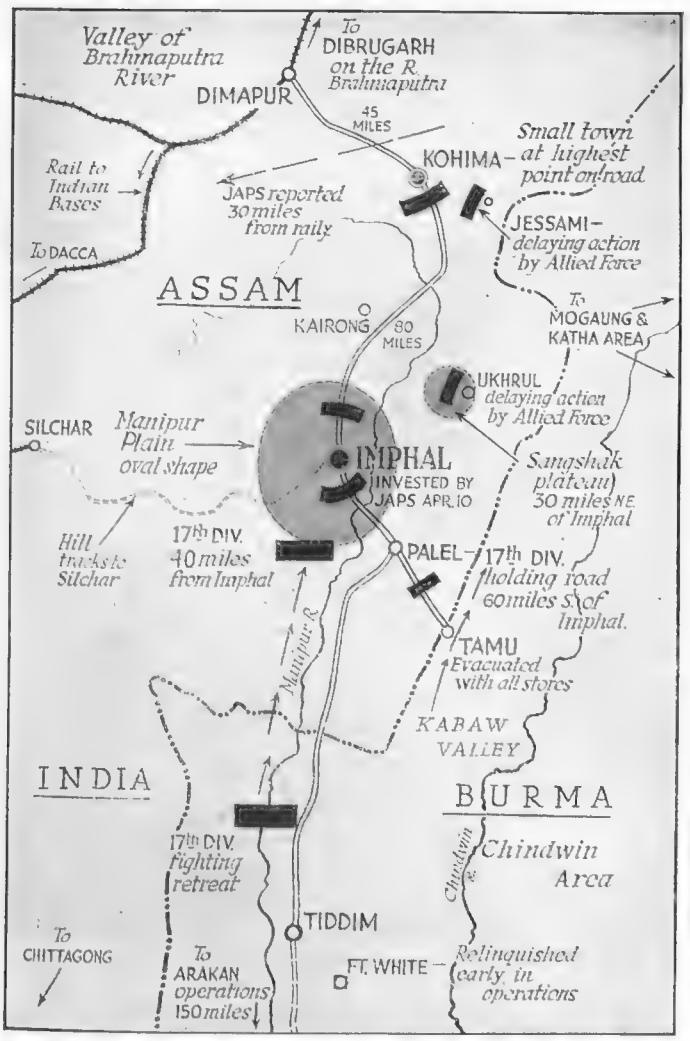



**THE JAP THREAT TO THE DIMAPUR ROAD : A drawing which shows the vital position of Kohima, key station at the gates of India. The station stands on a bluff in front of the road, under the shadow of the towering Japvo Peak**—*Drawing by Percy Home*

The Japanese attempt to capture Kohima, the mountain station on the Dimapur Road, has focused attention on this important position at one of the gates into India. As the roadway ascends from Dimapur and reaches the vicinity of Kohima, it clings to the northern flanks of Mount Japvo, the highest peak in the district, which reaches nearly 10,000 ft. The road swings round a couple of lesser hills and Kohima comes in sight. It does not lie actually on the road, but upon a sort of buttressed bastion in front of it. A short turning connects Kohima with the road. The main groups of houses are to be found on this little detached plateau ; a few straggle back to the highway. Some hill-tracks lead up to the villages of Jetsoma and Khonoma, on the north-east slopes of Japvo. To the south, the road zigzags its way under the shadow of a great mountain wall, from which a number of streams descend. These necessitate numerous bridges—there are 200 on the whole road—big enough to take streams when in spate. A number of river valleys, all running northwards, surround Kohima on the east and north. The one immediately in front is the Dzulu River, which flows down into an area of more open jungle. One or two native villages lie within easy distance of Kohima

# The JAPANESE in ASSAM

## A Narrative of Recent Events in the Campaign on the Burma–India Frontier




**A KEY MAP SHOWING THE DISPOSITIONS OF THE ALLIED FORCES from Tiddim to Dimapur, and where the principal Japanese attacks against Imphal and Kohima have been carried out**

WHEN the Japs crossed the wild mountain frontier of India, towards the end of March, they entered the small state of Manipur, part of Assam. They travelled light, with only animal transport to carry supplies, using tracks through the jungle-covered mountains, which were very little known, and in this manner they crept through unperceived till they reached the edge of the forests and peeped out on to the Plain of Imphal.

The plain which lies around Imphal, the chief town of Manipur, is a high plateau, 3,000 ft. high, where a pleasant temperature is enjoyed. The British troops congregated there look out over a grassy area, with vegetation reminding them of Britain. Great mountains surround the plain, with tree-covered ridges thrusting out from the main mass into the plain, which is intersected with little rivers and streams running in all directions. Poplars edge these streams and pine-trees are found on the hill-slopes. The usual brilliance of an Eastern landscape is missing, owing to a prevailing haze which softens all colouring. At nightfall a cold wind from the mountains makes the army draw on its sweaters after the warmth of day.

Imphal has been the main source of supply for the columns sent into Burma. It lies at the centre of the main road coming from Dimapur, through Kohima in the north, and proceeding on to Tamu and Tiddim. Kohima is described as a pleasant little town, perched high among the mountains and surrounded by jungle. It lies to the east of the Naga Hills, which stretch across the road leading to Dimapur. The road cuts through the hills, having to cross numerous streams running down the hillsides, necessitating the making of no fewer than 200 bridges.

It is now clear that the enemy had planned to penetrate with the three columns which crossed the frontier, to isolate Imphal and Kohima, and thus stop the flow of supplies to the Allied forces operating in Burma, where they are seriously endangering Myitkina. They wanted a quick decision as they were racing the monsoon, which stops all movement early in May, when they would like to be in occupation of Imphal and Kohima. They came, with their supplies, up the Chindwin River, which is a good navigable waterway, but have been stopped further progress up the main southern road. Their columns in the north had no road on which to bring tanks and heavy guns, so that they are dependent there on what they and their animals can carry. In consequence, they have avoided pitched battles in the open plain, where the Allied superiority in guns, tanks and in the air would come into play.

**"MERRILL'S MARAUDERS"—U.S. infantry, under Brig.-General Frank Merrill,** the first American troops to fight in the North Burma theatre of war, are here seen fording a jungle stream during their attempt to drive the Japs from the route of the Ledo Road to China. The "Marauders" are co-operating with American-trained Chinese troops : they include many veterans of Guadalcanar

They had an initial success in cutting the road for a stretch of 15 miles between Imphal and Kohima, partly isolating Imphal, which they have not tried to capture by force. They have been working round Kohima, where the close adjacent jungle gives them their customary advantage of infiltration. At one time they announced that they had entered Kohima, but this was only an advance patrol, which was promptly dealt with. Pressure has been maintained against Kohima, and efforts made

(Continued on following page)

**HOW THE WEST AFRICAN TROOPS LANDED ON THE ARAKAN COAST HAVE BEEN SUPPLIED FROM THE AIR in the Kaladan River Valley.** Early in March a force of British and West African troops was landed on the Japanese flank in Arakan: since then a shuttle service of Royal Air Force and American aircraft has kept the West African troops well supplied in the positions they established far down the Kaladan River Valley. Some supplies are dropped by parachute, while others are landed by aircraft which evacuate the sick or wounded on the return journey. To reach their present positions the West Africans made a spectacular jungle and river advance: they hacked a jeep road through country said to be impassable, and where orthodox boats were not available they made rafts to sail down the Kaladan River. This picture was taken while supplies were actually being dropped from the skies on to the banks of the Kaladan

# The JAPANESE in ASSAM

(Continued from preceding page)

to cut the road to Dimapur. Being short of supplies, the Japanese have been raiding the villages among the Naga Hills.

In the southern region the enemy, by outflanking the Allied troops at Tiddim, had forced the retirement of the 17th Division, which was holding a front of 62 miles. When the order came to retire the Division moved so promptly that they surprised the enemy, who had expected to prevent this by blocking the road. The road blocks, however, were outflanked or destroyed, and the British fought

**SERGEANT SAMBO WAJA,** West African soldier on the Burma front, with his machete, a useful weapon on night patrols against the Japs. Sergeant Waja is a member of a Northern Nigeria tribe: his name was probably given him on enlisting, his own doubtless being too difficult to pronounce

successfully in various engagements till the Imphal Plain was reached, with the great bulk of their transport entire. Tamu, in Burma, was also given up, but the troops retired along the road, finally holding up the enemy near Patel, so that the Japanese have not been able, so far, to carry out their plan of completely investing Imphal.

The Allied commanders appear to be fully satisfied that Imphal and Kohima are in no danger; they are well stocked and strongly defended. Meanwhile, the general idea seems to be that the enemy cannot keep up his pressure, owing to lack of supplies, and already the Japanese are withdrawing from Kohima into the hills. Lord Louis Mountbatten, who has just visited Imphal and seen the 17th Division, congratulated them on leaving 1,800 dead and wounded Japanese behind them, stating he felt sure they would seize this opportunity of crushing the Japanese in North Burma.

**DURING THE FIRST AIRBORNE LANDING IN BURMA.** Crossing the 7,000-ft.-high Chin Hills, columns of General Slim's Fourteenth Army were flown into Burma and landed 200 miles behind the Japanese lines by Troop Carrier Command, after General Wingate's forces had made this operation possible. American, British and Dominion pilots took part—and not a single aircraft was lost! On the left is Flight-Sergeant B. Grey, from London, who courageously sat in a crashed Spitfire throughout Japanese attacks, controlling our Spitfire pilots overhead by means of the radio set in the damaged aircraft. Enemy Zeros spotted him and dived. Just in time he leapt from the plane and threw himself beneath it. On the right, an American Stinson is seen taking off from an airfield quickly torn from the jungle. This plane is carrying supplies in bomb racks under the wings, to drop them when the pilot locates Allied patrols working through the jungle

**WELL BEHIND THE JAPANESE LINES the R.A.F. are hitting at the enemy's supplies and communications**

This picture was taken after Beaufighters had started an oil blaze during an attack on the Thegon Pump Station, some miles north-west of Moulmein near the mouth of the Sittang River. The explosive appearance of the fire suggests that the blazing oil is escaping from a pipe-line burst open during the attack. The R.A.F. have been attacking many similar objectives well behind the Japanese lines, wreaking great havoc amongst supplies, railway yards, shipping and other vital centres

## THE FIRST CANADIAN FRIGATE SINKS A U-BOAT

**H.M.C.S. *Waskesiu* in Action in the North Atlantic**

*—Drawing by Wm. McDowell*

*Waskesiu* was the first frigate to be built in Canada: just nineteen days after being commissioned in the Canadian Navy she sank her first U-boat in an Atlantic convoy battle and captured nineteen of its crew. She had been operating with a Support Group in the North Atlantic when she located the submarine: from the time she dropped her first pattern of depth-charges, the *Waskesiu* stuck on the trail of the submerged U-boat; finally the vessel, damaged by the explosions, blew its tanks and surfaced. This is the moment depicted in the above drawing. "When it came up," said her commander, "we illuminated it with star-shells and searchlights. Then we opened up with everything we had. Our No. 1 Oerlikon never wasted a cartridge: they were all dead on the conning-tower. When the submarine came into position, No. 2 Oerlikon picked it up and blasted it. Germans who piled out of the conning-tower were swept off They never had a chance to reach their guns. Our 4-in. guns scored four hits on the conning-tower." The *Waskesiu* then tried to close for ramming, but the U-boat was inside her turning circle. Fifteen minutes after it had been forced to the surface, the badly-damaged U-boat tipped almost vertically and sank stern first. Nineteen of the crew were picked up

## THE ESCORT CARRIER "SEARCHER"

**With a Squadron of Her Wildcat Fighters Off on Patrol**

*—Photograph by Charles E. Brown*

At the outbreak of the present war, the number of aircraft-carriers possessed by the Royal Navy was negligible Since then, however, not only has the number of the big Fleet carriers increased considerably, but a large number of escort carriers have also come into being, for the protection of the Allied trade routes. Some of these vessels have been specially built, but many have been converted from hulls really intended for merchant ships. A number of the escort ships have come from British yards; others have come from the United States under Lease-Lend. One of them is H.M.S. *Searcher*, a picture of which is given above. (Incidentally, on account of their size, these smaller carriers are known in the Navy as "Woolworth Carriers.") *Searcher* is about a third of the tonnage of the big Fleet aircraft-carriers, yet she operates one of the fastest types of naval fighters, the U.S. Wildcat. Two methods are used—flying off and catapult launching. Many of the new-type vessels which began as freighters were converted when the U-boat menace became serious, and they then bridged the gaps in the wide seas which could not at that time be covered by shore-based aircraft. Since then, Salerno has proved that escort carriers can also help, in landing operations, to compensate for the lack of nearby land bases.

# STIRRING INCIDENTS during the SEA WAR against the NAZIS

**INVASION CRAFT ASSEMBLED AT TOP SPEED IN THE UNITED KINGDOM :** British and American workmen are now hard at work putting together tank-carrying landing-craft at ports in the British Isles. The vessels are manufactured in the United States; they are then shipped in three sections to this country, where Allied workmen assemble them in little more than a week. Here the men are seen preparing to bolt two sections together

***Below***—After an engagement with two Junkers 88 aircraft in the Bay of Biscay during the course of an anti-submarine patrol, eight of the crew of eleven of a U.S. Navy Liberator were rescued after nearly twenty hours in rubber dinghies. The Liberator was riddled from one end to the other, and the pilot had to "ditch" his plane. It hit the water hard: two of the crew could not be rescued in time, and another died after being got aboard the dinghy. During the night the wrecked crew saw a searchlight and some flares: the next day a British aircraft located them. It turned out that there were soon two British ships on the way to pick up the dinghy and its passengers. One was a corvette; but the Air/Sea Rescue craft was faster, and it was this vessel which finally effected the rescue

***On right***—For the third time in the one week, British light naval forces on the East Coast carried out an attack on the enemy's very doorstep, when a flotilla commanded by Lieut.-Commander D. G. B. Bradford, D.S.C., made a successful incursion into Dutch waters. This force torpedoed and sank a large auxiliary vessel, damaged a medium-sized tanker, and set an escort ship on fire. "We first came upon a convoy of about twenty ships," said Lieut.-Commander Bradford. "Taking a chance, we cut across the bows of an escort ship and launched a torpedo attack on three tankers of about 3,000 tons each. The escort ship opened fire, which we returned with interest. She was hit repeatedly and silenced: she came to a stop, burning fiercely. As we retired we saw that a torpedo had hit one of the tankers' foremast"

**AFTER TWENTY HOURS IN THE WATER IN THE BAY OF BISCAY : Eight out of the crew of eleven of an American Navy Liberator on anti-U-boat patrol are rescued by a British Air/Sea Rescue vessel. Another British ship, a corvette, also on its way to the scene of the "ditching," was beaten by the faster R.A.F. launch** *(See notes above)* *Drawing by Wm. McDowell*

**THE NAVY "TAKES A CHANCE": BRITISH LIGHT COASTAL FORCES ENGAGE AN ENEMY CONVOY OFF THE DUTCH COAST,** and one of the attacking vessels swings across the bows of an enemy escort ship to attack the tankers she was trying to protect. The escort vessel is seen, bow-on, to the right; in the centre foreground is the British torpedo-boat; in the distance are the three enemy tankers—*(See notes at left)* *Drawing by Montague Dawson*

**THE "OCEAN FAITH" LIVES UP TO HER NAME: Although ablaze, with ammunition aboard, she carried on and reached port safely**—*Drawing by Wm. McDowell*

Three bombs from Fock-Wulfe raiders attacking a convoy exploded close to the 7,000-ton steamer *Ocean Faith*: a fourth blew a hole in her side. The whole ship trembled and shook, and the tremendous volume of water which was flung up flooded the decks and poured into the engine-room. Fire broke out in the forward hold, which contained 1,000 tons of bombs and shells. The ship's chief officer and a fireman jumped into the hold and stood on the boxes of ammunition as they played on the flames. They quelled the fire, but the vessel was fast shipping water from the hole in her side. The hold flooded with water 20 ft. deep and the ship dipped by the head; but the pumps managed to keep the water from rising. Three days later, after a 600-miles voyage the ship reached a port, where a pad was fitted over the bomb-hole in her side.

# The "TIRPITZ" and the FLEET AIR ARM

## With a Description of the Work of the Carrier-Borne Aircraft at Sea, by MARTIN CHISHOLM

THE handling of aircraft from a carrier at sea provides one of the prettiest pieces of timing and co-ordination to be found in any branch of any service. When you see it from another ship sailing in company with the carrier it looks simple enough. A few signals are exchanged between the carrier and her escorts, then she drops out of her position in the line of warships, turns her nose into the wind, there is the roar of low-flying aircraft and, within an amazingly short time, the job is done, a flight has taken off, another, returning from a tour of duty, has landed on, and the carrier is back in her old place once more.

Yes, seen that way it looks easy enough. But behind that apparently effortless manœuvre there is a perfection of technique, organisation and co-operation which has taken months of intensive training to achieve.

Until they are needed for flight, the carrier's planes are "parked" in a vast hangar below the great flight-deck. With wings folded back, they have been under the care of the "ground crews," whose responsibility it is to service them, keep their engines in perfect running order, their weapons tuned up, their bomb and torpedo release gear working faultlessly.

Suddenly an order is "piped" throughout the ship—the order to range aircraft. Plane after plane is wheeled to the lift communicating between the hangar and the flight-deck above. Within a few seconds the first plane has gone up to the deck and a party of seamen specially detailed for the job is pushing it into its position.

Meanwhile, on the "island," which in a carrier replaces the normal bridge structure of a warship, two men are waiting for word from the deck that all is ready. They are the Commander (Flying) and the Captain of the Carrier The latter is on the compass platform, ready to give the command that will set the carrier turning into the wind so that the planes as they rush down the deck shall move right into the eye of the breeze.

By now all is in readiness. The Deck Officer reports to the Commander (Flying). The Captain gives the order to start turning. From the bows of the carrier there issues a thin jet of steam, flowing aft at an angle between that of the ship's course and the direction of the wind. Gradually the line of the steam creeps nearer to the centre line of the flight-deck. The Deck Officer, signalling with a pair of coloured flags, directs the first plane into position for its take-off. The eyes of the Commander (Flying) are now on the steam jet. The moment it is flowing aft dead down the centre of the flight-deck he knows that the carrier's course is true into the wind. He signals with a green flag to the deck. The Deck Officer, in his turn, holds up a green flag. The pilot replies with a "thumbs-up" signal to show that he is ready. The green flag drops and the first plane roars along the flight-deck.

But the really tense moment aboard a carrier is when the planes are landing on again. Now, more than at any other time, the fate of the planes and the lives of the pilots lie in the hands of one man. The manœuvre may be carried out perfectly in all other respects, but if the "batsman" is at fault in his judgment there is going to be trouble for men and machines. The "batsman" is the name which the Service gives to the Deck Landing Officer, and he, during the critical moments of landing, becomes the eye and brain of the pilot who is landing on. What the pilot has to do is to follow meticulously and unquestioningly every signal that the "batsman" gives him.

Standing on a special platform on the port side of the flight-deck the "batsman" holds in his hands a pair of discs looking very much like a couple of coloured ping-pong bats — hence his name. Once again the carrier is turned head to wind. The signal "ready to land" is made to the first plane, which has been waiting about a mile astern of the carrier for this moment. Forward on the flight-deck the "crash barrier" has been run up to prevent the landing plane overrunning. Flying very low now, the first plane comes in. The "batsman" watches its every move, almost feeling whether it is on its true course and at its right height. If all is going well he extends his bats in line with his shoulders. He is a pilot of long experience himself, and at this moment he can be said to be almost flying the landing plane himself.

Slowly, inch by inch, his arms sink lower. The pilot, with eyes on the bats, obeys by bringing his plane down in unison with the bats' movement. By the time the plane is over the stern of the carrier it will be about a foot from the deck. The "batsman" drops his arms and crosses the bats in front of his body. Instantly the pilot replies by cutting-out his engine. The plane touches down. Below its fuselage there is a hook which catches in one of the "arrester wires" which are stretched across the deck to brake its forward progress. Immediately it is at rest the crash barrier forward is lowered and the plane is wheeled on to the lift, its wings are folded, and it is hurried below to the hangar.

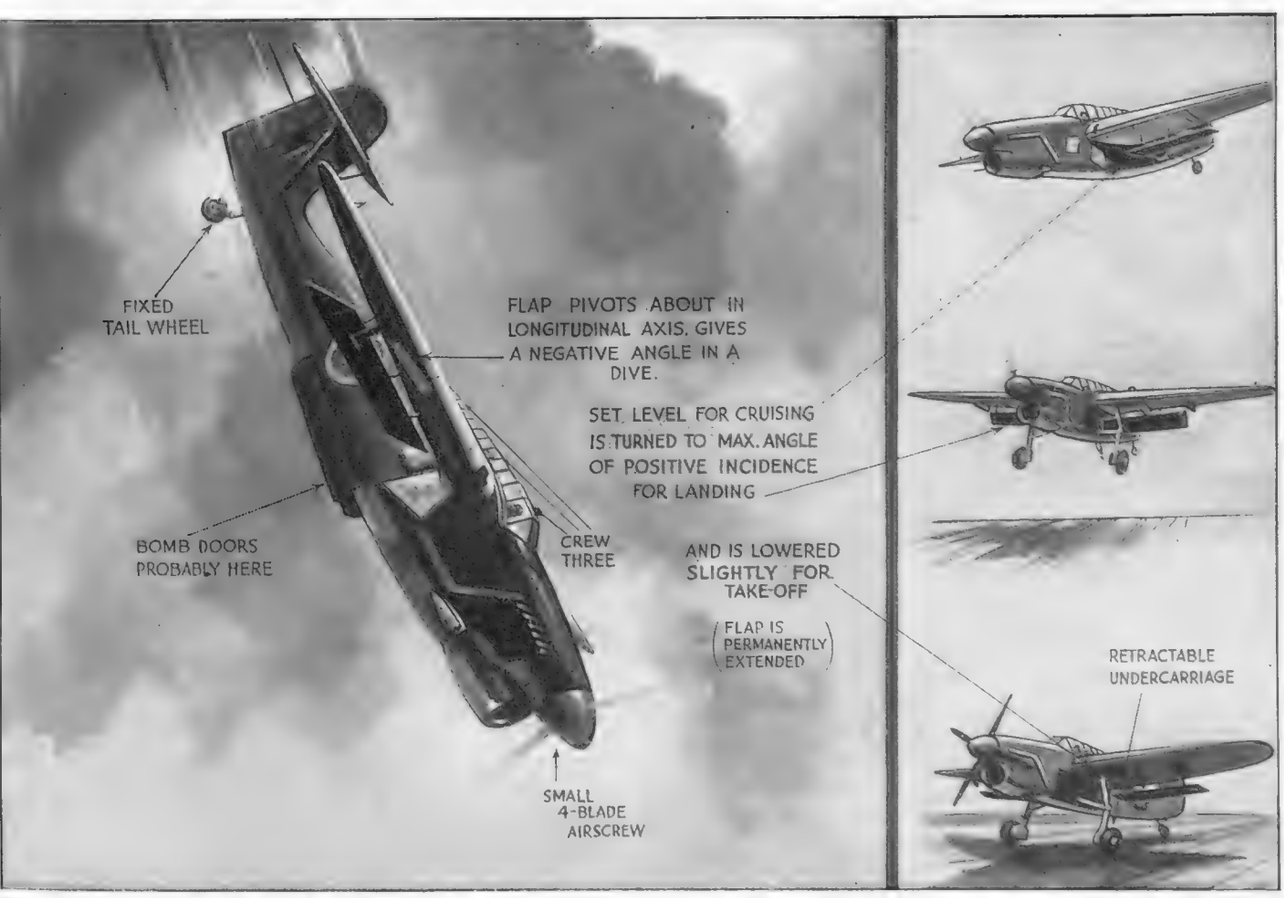
The same procedure is followed for each plane. Any errors in approach are signalled with the bats. A slight turn, for instance, is indicated by one bat being raised above and the other dropped below shoulder-level. A waggling of the bats indicates that the pilot should increase his speed. For pilots who, until they took up their specialised carrier-training, relied entirely on their own judgment in landing, this complete, unquestioning reliance on the signals of the bat is perhaps the hardest thing they ever have to learn

**"LANDING ON" ON THE DECK OF AN AIRCRAFT-CARRIER DURING GUSTY WEATHER. The "batsman" is here giving the pilot the signal to go up again, make another circuit, and then come in in better fashion. The plane, it will be observed, is flying starboard-wing low and is, therefore, not well placed for a good landing on the heaving deck. The aircraft in this picture are Kingfishers, as used by the Fleet Air Arm**—*Drawing by Roland Davies*

**JUST BEFORE THE TAKE-OFF: A last-minute notice for pilots about to take-off from an aircraft carrier—to remind them of essential things**

**THE BOMBING OF THE GERMAN BATTLESHIP "TIRPITZ" IN THE ALTEN FIORD ON APRIL 3: A picture-diagram showing where the bombs from the Barracuda aircraft struck home and the damage they wrought**—*Drawing by Wm. McDowell*

The following is an analysis of the success achieved by the new British dive-bombers which carried out the attack from aircraft-carriers. **1—Forecastle:** a hit here would probably disrupt the important anchor gear and capstans. **2—Director tower:** the highly important range-finding and direction system was probably wrecked. **3—Between mast and bridge:** here are situated searchlights as well as ventilating fans for the boiler room. Even the blast (if not a direct hit) would cause much damage. **4—Amidships:** a hit here would wreck the aircraft catapult gear. **5—Near mainmast:** range-finding instruments and ships' boats are situated here, damage to which would be serious and impair the working of the ship. **6—After turret:** even if the turret were not penetrated, the concussion would put many important systems and instruments out of action and render the turret useless. (If armour-piercing bombs were used, the damage would be much greater than that suggested in the drawing. Apart from damage to the actual structure of the ship, the severance of even a portion of the many pipes and electrical cables for the various systems would be enough to ensure that the ship could not go to sea again without extensive repair. It can be safely assumed that the *Tirpitz*, in the worst case, will be out of action for several months at least, and, in the best case, permanently.) **7—Jetty from shore road. 8—Floating pontoon bridge** connecting to shore. **9—Line of floats** supporting defence nets




***On left***—In March 1943 the First Lord of the Admiralty gave the first news that the Barracuda torpedo-bomber was in service with the Fleet Air Arm. To-day there are many squadrons in operational service. The Barracuda is made by the Fairey Company: it is a high-wing monoplane designed for high-level and dive-bombing as well as for torpedo-carrying and reconnaissance. The cockpits for pilot, observer and air gunner are enclosed. It is believed that the Barracuda is the best torpedo plane now in operation: its torpedo is slung externally underneath the fuselage. It can dive at an extremely steep angle, and it has a greater speed than its predecessors, the Swordfish and the Albacore. This means that it can slow down accurately to torpedo or bomb and then make its getaway at high speed. The most remarkable development is a distinctive type of wing-flap, which gives a brake effect for diving, slower speed for deck-landing and greater lift for take-off. It is, in fact, largely due to the flap that such a heavy type of machine can operate successfully from the restricted deck of a carrier. Full details of how the flap operates are indicated in the drawing on the left

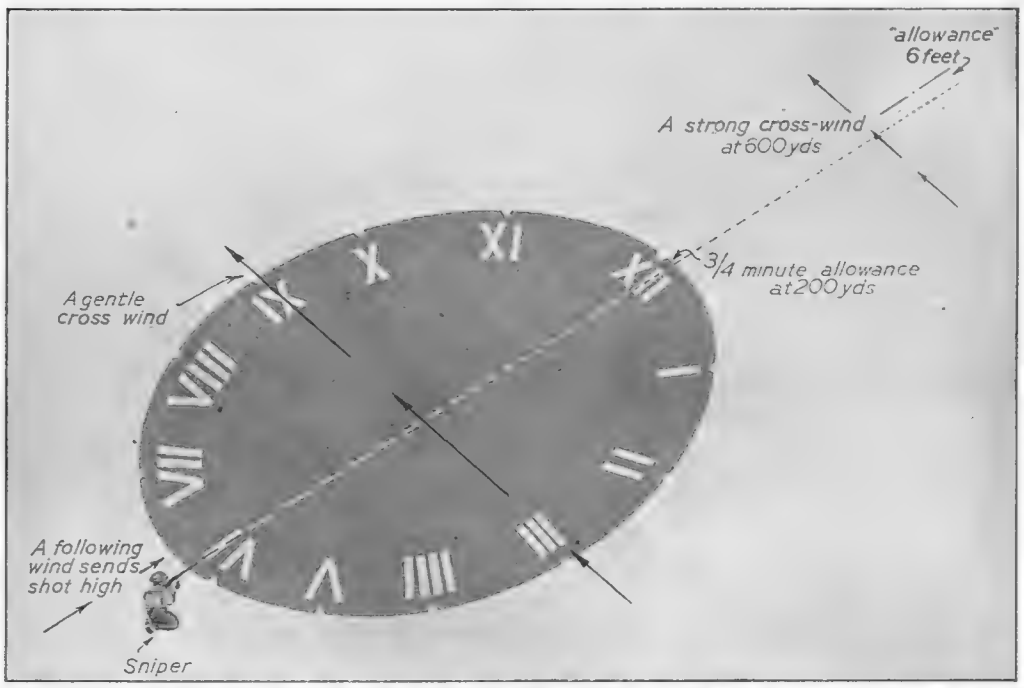
**THE NEW BARRACUDA TORPEDO-BOMBER, which carried out the attack on the "Tirpitz"—a high-wing monoplane with a crew of three and with an unusual arrangement of its flaps. A special drawing by Roland Davies to show some of the features of this newest of carrier-borne aircraft** (*See notes at right*)

# ITALY—
## the Sniper at Work
### The Latest Development in the "Deadlock" Fighting Around Cassino and in the Beachhead

In the mountainous country around Cassino the sniper has come into his own; for, though the quick-firing devices of the machine age have overshadowed the rifle in the public imagination, it none the less remains the basic weapon of the soldier's craft. The machine-gunner is a mass-producer, highly skilled, no doubt, but relying mainly upon quantity for his results. Yet with his rifle in his hands, every infantryman becomes an artist, the sniper being only the supreme exponent of the art.

The sniper's primary objective is morale. Elimination of key personnel, hampering of movement, and the denial of passage over some exposed section of route are important, and on occasion even decisive, activities; but more serious in the long run is the attack upon the nerves. The sudden whine of a bullet from nowhere when you're in an area presumably safe from enemy fire takes a lot of standing-up to; no troops are immune, not even *herrenvolk*—whose susceptibility has, in fact, sometimes proved very marked.

**PROBLEMS FOR THE SNIPER: Shooting at a running man at 200 yards' range, the sniper has little to allow for, firing over battle sights. Beyond that range certain corrections have to be made, the most important being for sudden up-currents of air over rising ground, or for cross-winds which may deflect the aim** (See accompanying article)—*Drawing by B. C. Wood*




**HOW WIND DIRECTIONS ARE ALLOWED FOR BY THE SNIPER: A gentle cross-wind requires an allowance of only three-quarters of a minute at 200 yards; a strong cross-wind needs an allowance of 6 ft. at 600 yards. Should there be a following wind the shot will go high, owing to the reduced air resistance. A clever sniper will, in any case, fire between the gusts** (See notes herewith)—*Drawing by B. C. Wood*

Though the first indication of the sniper's gift is bound to show on the rifle range, in a sniper's progress target practice is only the start. The difference between clearly marked rings and a diminutive figure seen for a few seconds over windswept country is considerable, and though the modern landscape range has many ingenious devices for simulating actual conditions, nothing can quite reproduce the odd lighting tricks of sun and cloud. The dead shot can overcome them, but he can rarely tell you how it's done.

A rifle bullet fired over battle sights (set at 400 yards) has risen about one foot at 200 yards, and then curves down to find its mark at the 400 range. This trajectory gives a general idea of sighting problems, but these increase rapidly with distance, while wind introduces far less calculable factors. By assuming that marksman and target are at 12 and 6 o'clock respectively on a huge horizontal clock-face, wind directions and the adjustments of aim which they call for can be conveniently stated.

A gentle cross-wind (that is, a wind from 3 to 9 o'clock approximately and blowing so that it can be just lightly felt against the hand) requires an allowance of only three-quarters of a minute at 200 yards; but the allowance "on the target" for a very strong wind at 600 yards works out at rather over 6 ft. A following wind makes a shot high, since it reduces air resistance; but most deceptive of all is the "upsweep" of air noted in hill-country, especially under hot sun. Gusts, too, are a difficult problem; the old hand may pass on the advice "fire between gusts," but in practice this requires skilled judgment. Conditions at the point of aim matter less than those near the target—which may be hard to estimate, though movements of leaves and dust are a great help. But so tricky is the whole business that the instructor can do comparatively little; experience is the only tutor to perfect the long-shot sniper's craft. If much is against him, the sniper has two facts on his side: the astonishing reliability of the modern rifle—so great that there has been no major improvement in twenty years; and the almost inconceivable velocity at which the bullet travels. An instructor impressing the need for taking cover will sometimes drop a bullet from shoulder height while a colleague fires simultaneously from the shoulder at dead level. Those two bullets hit the ground at the same time, he will tell the novice—and it's true enough to be a salutary object-lesson.

Such velocity means that up to 50 yards no allowance is needed for any movement of a human target, while even for a man running full speed at 200 yards, about 2 ft. is all the adjustment required. Aircraft, of course, are a different proposition.—C. T.

**A NEW ZEALAND OFFICER STALKS AN ENEMY SNIPER: A scene amidst the ruins of Cassino as Lieut. P. V. Milne cautiously approaches the hiding-place of a German sharpshooter**

**FROM BEHIND THE ENEMY'S LINES. Dug-out shelters excavated by the Germans alongside the road near Aprilia within the Anzio Beachhead area**

**WHEN THE ENEMY SNIPER MAKES HIS PRESENCE KNOWN: A German sharpshooter catches a Tank Commander on a road leading up to the enemy positions near Cassino as the latter emerges from the vehicle for a consultation with his crew**—*Drawing by W. G. Whitaker*

The tank has stopped on a shell-cratered road outside the battered town of Cassino. A track has brought the vehicle to a standstill at the edge of one of the many craters, the left-hand track having been slightly damaged. Before consultation can be effected, the tank commander is wounded in the shoulder by an enemy sniper as he alights from the vehicle, and he has to be helped into shelter behind the tank. This part of the road may have been free from sniping for a couple of days, until some enterprising sharpshooter decided to take up station near by. Whilst the commander is being assisted to cover, the tank gunner pours a stream of bullets into a bit of masonry in the distance from which he thinks the shot came. The enemy sniper generally makes a point of going for anyone who appears to be in command

**BIG RAILWAY GUNS ARE NOW IN ACTION ON THE FIFTH ARMY'S FRONT IN ITALY: Recently the first railway guns went into action against the Germans at Cassino. They were manned by Italian soldiers and fired on strong-points held by the enemy. The battery consists of three big ordnance pieces belonging to an Armoured Regiment: they are of 194-mm. calibre, and normally fire over a range of approximately 10 miles. Other big guns (but not mounted on railways) are being operated by American gunners around Cassino and in the Anzio Beachhead**

**A DEMONSTRATION BY THE CANADIANS OF MOUNTAIN WARFARE: How a gun-barrel weighing 96 lb. is loaded**

In the mountainous country near San Vito, in Italy, American and British instructors from the School of Mountain Warfare have recently been demonstrating the latest methods of "vertical transportation." Officers of a Canadian Division have witnessed methods whereby they can overcome the difficulties of the mountain terrain in which their men have been fighting. The "Yukon Pack" makes the carrying of heavy war equipment a much lighter task. By its means, it is possible to transport heavy mortar guns to almost inaccessible positions

# SCENES FROM ANZIO AND CASSINO

Special "Sphere" Drawings of Conditions in the Beachhead and Up in the Italian Hills

**THE "YUKON PACK" is used as a cradle for carrying the base-plate of a 4·2-in. mortar up a mountainside**

**MAKING USE OF SPECIAL EQUIPMENT, an instructor of the Fifth Army School of Mountain Warfare in Italy shows how the barrel of a 4·2 mortar is harnessed for lowering over a steep cliff. This heavy object weighs nearly 100 lb.**

**HEAVY WEATHER CONDITIONS ON THE "LOST FRONT" IN THE ITALIAN CENTRAL SECTOR. The position around Castel di Sangro, which is again in the news after weeks of silence, showing the advance from Agnone**—*Drawing by H. P. Burton*

Winter evidently determined to give an exhibition of ferocity before giving place to milder conditions on the central sector of the Italian front. After an absence of news for some weeks, the area around Castel di Sangro, the Sangro River and Agnone again began to figure in the war correspondents' reports. This region has always had a bad reputation for snow and ice; during the past few weeks snowing-up occurred along a line from Agnone to Castel di Sangro, when everything was buried beneath 3 ft. of snow as the result of a violent blizzard. The Sangro River was frozen over, and in some sections the ice constantly gave way under the great weight of snow piled up on top of it. Part of a British infantry division became completely isolated owing to the appalling weather, and rations had to be dropped to them from the air in parachute containers. Wooden snow-ploughs, fashioned by the Royal Engineers, helped finally to make a pathway for a relieving motor transport column. Like "a giant caterpillar," the column slushed its way through a sea of snow and brought relief. Before this occurred, doctors moved on skis between the outposts to tend the sick and wounded. "They went their rounds with the speed and assurance of Alpine mountaineers," wrote one correspondent

**THE HOLD-UP OF THE FIFTH ARMY AT CASSINO: Allied tanks operating on the inner North Road into the town**—*Drawing by W. G. Whitaker*

Although news has been sparse from the Cassino area during recent days, contact with the enemy has been constantly maintained. Tanks are out on the roads in and around the shattered town, worrying the enemy's strong-points and lending a hand to the troops penetrating the verges of rubble. These tanks are working southwards into the verges of Cassino by way of the "inner road," along a route which is protected, to a certain degree, by its closeness to the foothills; and it is masked from a good many of the enemy's guns. However, it is not altogether free from trouble: the tanks in this drawing are advancing with caution in the half-light of dusk, whilst the day-long artillery duel across the Rapido Valley—here seen on the left—is dying away. The Allied guns have been pounding Belmonte on the German side, and the enemy have been replying with a strong bombardment on S. Elia. It is interesting to note that, according to a recent report by General Freyberg, although the main German defence system at Cassino was broken into in the attack last month, the bombing of the town on March 15 proved to be a double-edged weapon. It produced "obstacles which made the speedy deployment of armour impossible"

**THE ANZIO BEACHHEAD UNDER FIRE: The scene when the German artillery open up on the Allied positions, and the troops have to take to their slit trenches and dug-outs in the more exposed areas**—*Drawing by Edward Osmond*

For some time past the Anzio Beachhead has been so heavily shelled that it has now been necessary to stress the benefits of the slit trench and the dug-out! The arrival of shells from the enemy's distant guns is quite sufficient to make the virtues of spade-work very evident. It used to be difficult sometimes in the Libyan Desert to get gunners to dig-in on a patch of hard, rocky soil. But here it is different. The bombardment is persistent enough and digging is much easier. All types of shell arrive from a variety of batteries—from small anti-personnel shells to the latest heavy 11-inchers. Sometimes the objective appears to be shipping in the harbour; sometimes the cargo dumps themselves; and sometimes the troops. According to one recent report, during one evening alone 900 rounds of all calibres were fired by the Germans into one infantry sector at Anzio

# AROUND the BATTLEFRONTS of the WORLD

**LONDON IN CEYLON, where an R.A.F. airfield has been built in the heart of the jungle. In the Strand, plenty of bananas, pineapples and coconut-milk can be bought: on the extreme right is the proprietor of the shop**

**IN HARLEY STREET, CEYLON, the Station Medical Officer gives a cholera injection to an airman who comes from Saskatoon, in Canada**

In the heart of the jungle in Ceylon is an R.A.F. airfield which has become another "London." The landing strip was there when the R.A.F. moved in; but for the administrative and domestic quarters there was just jungle. The commanding officer of the station, Group-Captain R. Louis, a Cornishman, had an idea: he decided that the camp would be designed like the heart of London and named after the many better-known thoroughfares. The camp covers an area of 10 square miles; within its boundaries are notices which inform all and sundry that "Tickets to Civvy Street must be booked three to fifteen years in advance," "Dogs and Flight-Sergeants must be kept on leads," etc., etc. There are thoroughfares such as "The Strand," "Harley Street," "Petticoat Lane" to remind the men of London, England. In the Strand one can actually buy bananas! In Petticoat Lane is located the Equipment Section, clearing-house for everything from bootlaces to a 2,000-gallon water-tank. In Harley Street is the M.O.'s headquarters

**GOLD COAST CHIEFS VISIT THEIR MEN IN THE ARMY. Three of the Chiefs watching men of their own tribe being trained for overseas service in the Gold Coast Regiment**

**ONE OF THE CHIEFS' ATTENDANTS fires a Bren gun under the instructions of an N.C.O. during the visit:** While the West African troops are fighting courageously in Burma, the Chiefs of the Northern Territories of the Gold Coast have travelled hundreds of miles by train and lorry to visit their men training in the Army. They were shown over the School of Artillery and inspected tractor drivers and motor-cyclists. Afterwards they shook hands with the soldiers of their tribes. On their first morning they attended a parade at which 110 African soldiers were presented with the Africa Star by the Area Commander, Gold Coast (Brigadier C. E. M. Richards, D.S.O., M.C.). Sir Alan Burns, Governor of the Gold Coast, watched the presentation. The Chiefs saw Bren-gun firing on the range, and a number of them lay behind the guns and fired under the instructions of the N.C.O.s. The Chiefs have been making special recordings of messages to their soldiers in India. These will be flown out and broadcast to the West African troops from India

**THE GIBRALTAR EVACUEES RETURN TO THEIR HOMES FROM BRITAIN:** After an absence of three and a half years, 1,400 women and children of Gibraltar were repatriated this Easter. They were evacuated to England in 1940 and had been in London at centres in Richmond, Wembley and Bayswater. They were met at the docks by Lieut.-General Sir Ralph Eastwood, Governor of Gibraltar. Some of the children had never seen Gibraltar before, having been born after their mothers' arrival in England. These 1,400 are the first people to be repatriated to the mainland of Europe

**THE COUNTESS OF LIMERICK VISITS RED CROSS HEADQUARTERS IN JERUSALEM:** The Countess is Deputy Chairman of the British Red Cross War Organisation. She has just arrived in the Middle East from England to visit the Jerusalem Red Cross Detachment. This is the headquarters of the Organisation in Palestine and Trans-Jordan: its main function is the sending of Red Cross parcels to Arab and Jewish prisoners of war in Germany and looking after their interests. In the picture above the Countess of Limerick is on the right: with her (left to right) are—Mrs. F. M. Scott, Commandant of the "Palestine 2" B.R.C. Detachment; Mrs. Bryans; and Lady MacMichael, wife of the High Commissioner

**A NEW LINK BETWEEN THE PACIFIC AND THE AMAZON. Men clearing the exuberant vegetation on the route of the new road :** The completion of the Huanuco-Pucallpa road, the final section of the trunk road from Lima to Pucallpa, signifies the opening of a new and promising link between the Pacific and Atlantic Oceans. Pucallpa is a river port on the Ucayali, one of the largest tributaries of the Amazon, and is accessible all the year round to vessels of 3,000 tons displacement. The crossing of the Blue Cordillera presented a tremendous problem until it was discovered that Fray Abad, a missionary, had crossed the region in 1757 by a pass. This pass, known as the Boqueron del Padre Abad, was rediscovered in 1937

**ON THE ROAD ACROSS SOUTH AMERICA. The raft at Aguaytia being unloaded : this is the present means of crossing the river at this point, pending the arrival of the iron bridge which it is intended to erect here**

**A STRETCH OF THE COMPLETED ROAD IN THE BOQUERON PASS, showing the retaining wall and a newly-constructed tunnel through the rock**

**THE MARCH GALES IN THE MEDITERRANEAN. The scene as the stormy seas pound one of the stricken sailing vessels : in the foreground troops and others are preparing to assist in the rescue of the crew**

**ALL THAT REMAINED OF ONE OF THE UNLUCKY SAILING SHIPS. The cargo of petrol tins is seen heaped on the shore, mixed with broken timbers, spars, etc. :** End-of-March gales, not enemy action, were the cause of two small sailing ships being wrecked on the Palestine coast recently. With cargoes of stores, the two vessels set sail from a Lebanon port and were within 100 miles of their destination, an Egyptian port, when severe gales sprang up and forced the small craft to turn back. In one case the crew struggled to control their ship for thirty hours before it finally foundered on the rocky coast near the historical little town of Acre, on the Levant coast. Army units stationed nearby turned out to help in the rescue of the exhausted crew, who were successfully taken off before the pounding seas broke up the ships and reduced them to a mass of jagged timber

**YUGOSLAV PARTISANS IN MALTA LEARN TO HANDLE THEIR WEAPONS :** The Partisans are making good use of their stay on the George Cross Island by learning how to use both Allied and enemy small arms. They are being taught by British instructors : they are also taught to handle Bren-carriers by officers and other ranks of the King's Own Maltese Regiment. After convalescence the Yugoslavs are sent to their own camp for training under a Commanding Officer who is a Yugoslav Major. On the left, two girl soldiers are being instructed by one of their own countrymen in how to fix a magazine into a Bren gun : on the right, a young Partisan is firing a British rifle under the supervision of a British corporal-instructor

**TIBETANS BUY THIRTY PLANES FOR THE CHINESE AIR FORCE :** General Ho Ying-Chin (on left), Chinese Minister of War, is conferring with Huang Cheng-Chieh, leader of a delegation of Tibetans from the Labrang Monastery. The latter had arrived in Chungking, wartime capital of China, with a fund for the purchase of thirty planes for the Chinese Air Force. Leading delegate Huang paid the respects of the Monastery to Generalissimo Chiang Kai-shek, and said that the eight-year-old Dalai Lama, religious and secular ruler of Tibet, had presided at a ceremony to celebrate General Chiang's assumption of office as President of China

# SALUTE TO THE RED CAPS

## The Corps of Military Police and the Work They Have Been Performing on the Fighting Fronts and Elsewhere. Described by CHARLES GRAVES

BEFORE we ultimately return to the Continent it is high time for a tribute to be paid to the Corps of Military Police, who rank most unfairly as non-combatants in the Army List, and whom civilians and troops stationed in this country regard purely as disciplinarians to maintain soldierly behaviour among other ranks. Actually, 80 per cent. of the Red Caps are highly trained troops (their personal weapon overseas is the Sten), and go into action immediately behind the Sappers when the latter have cleared the minefields, and ahead of the armoured troops and infantry.

It was Lord Gort's Despatches which resulted in the formation of Traffic Control companies. The original intention was for them to operate in this country, maintaining an organised plan of road control which allocated certain roads to particular usages. To-day, every division has its Provost Company, and if British airborne divisions go into action, they, too, will have their Provost Companies with them to land by both parachute and glider.

When the Eighth Army was about to attack at El Alamein, a general plan was made whereby Military Police should operate the movement of vehicles, prevent traffic blocks, and keep the advance rolling forward, irrespective of bomb-craters and other obstacles. The Germans were undoubtedly aware that the attack was due, but did not know from which direction it was to come. It was not possible, therefore, to mark and grade tracks in any way which would be disclosed by enemy air reconnaissance.

Finally, six defined tracks were marked by means of cairns of stones surmounted by silhouettes showing a symbol of the code name of each track, cut from petrol tins, to be lit by lamps improvised from other petrol tins. Various posts were then established on the tracks and linked by telephone. Frequently they were called upon to lay a route by dead reckoning over many miles of featureless country. Once laid, these had to be signposted with petrol tins or piles of stones laid every 300 yards. Often these markings had to be replaced after sand-storms.

Up in the forward area, patrols of Military Police had to look after stragglers, and also take charge temporarily of prisoners of war. A log of all vehicles passing through a given post had to be kept; it was their duty to trace stray vehicles, obtain and register reports from drivers of difficulties and unusual occurrences, as well as check unauthorised travellers in the neighbourhood of the battle area. These patrols, in fact, were responsible for maintaining the lifeline under constant threat from enemy tanks and dive-bombers.

During the earlier withdrawals before El Alamein, the Military Police had to ensure that all personnel of the unit to which they were attached got back safely. It was their job to go forward to the withdrawing unit, lay down the route it was to take, and then ensure that rations, supply dumps and equipment were loaded on to passing convoys; and where this was impossible, it was their duty to destroy any abandoned equipment and collect maps and documents of value to the enemy. The Military Police were, in fact, the last to leave the forward area. For it was their business never to vacate their post until all convoys and stragglers had passed safely through. Only then were they to make their own way back—often through enemy columns. All this had happened previously at Dunkirk, in Norway, Greece, and Singapore.

A front-line message from North Africa paid great tribute to the Military Police. Even in country so desolate that it reminded one of the Chilean nitrate fields, there were traffic-control points and petrol dumps, with notices at every point to tell drivers how far away the next one was to be found. There were Military Police all along the route, and they had marked every dangerous hill or bend for 500 miles. Everything possible was done to make driving easy and safe.

When we return to Europe, the Red Caps will be organising traffic control on the actual beaches; directly after which they will be going forward behind the Sappers to signpost the various routes leading ultimately to Berlin. It will be their vital effort to keep the traffic flowing—in fact, to carry out in practice all the staff plans of Movement Control. Each pointsman will be a private information bureau, able to answer questions about the nearest light aid detachments of R.E.M.E., the nearest hospital, the nearest towns and villages, the nearest unit of Royal Engineers. Posted as they probably will be at the junction of roads, they will be in continuous danger from enemy dive-bombers. But their vital work must continue, ensuring that all movement orders are put into effect on the roads; keeping the Staff informed of progress, of major hitches, of altered priorities for one class of convoy over another. All this is left to the discretion of sergeants and corporals. Without them there might be real chaos. General Eisenhower's plans for invasion could go completely awry if the vehicles which make up a modern army do not arrive at the right time and in the right place, frequently at night.

At the outbreak of war there were only 584 men in the Corps of Military Police, inclusive of field formations and garrison personnel overseas. To-day there are over 40,000.

In addition to the Red Caps who watch discipline in this country and behind the various fronts overseas, there are the Blue Caps, who guard vulnerable points, and the Special Investigation Branch of the C.M.P. The duties of the Blue Caps are of an anti-sabotage and security nature, with disciplinary powers in the neighbourhood of the particular point for which they are responsible. An assessment of their value may be gathered from the fact that a section of eight Blue Caps was found to be enough to assume duties from complete infantry platoons.

Specially trained police dogs have been allocated to the V.P. Branch, including Boxers, which have proved very valuable in the Middle East.

The Special Investigation Branch came into being in February 1940. The original personnel was drawn *in toto* from Scotland Yard. Their duties have been to prevent genuine crimes, particularly larceny, and wholesale pilfering of War Department stores. The pilfering has always been particularly noticeable in the docks. Thousands of pounds' worth of N.A.A.F.I. stores were lost during the few months that the B.E.F. was in France. In Suez, too, there was any amount of thieving, which rapidly decreased when this Department of the Corps of Military Police took action.

Throughout the siege of Malta the Military Police patrolled their beats, shepherded stragglers to shelter, ensured black-outs, prevented looting and acted as bomb-spotters and fire-watchers. On one occasion they voluntarily turned out and, aided by the sailors, created a record in loading certain vital ships during one of the worst attacks in the history of the George Cross Island—at a time when the dockers were forced to shelter.

In places like Durban, the Military Police prevent the troops from being victimised, as well as stopping them from having intercourse with black women, which is a criminal offence in South Africa.

From Norway to Burma the Red Caps have served their country very gallantly. They have won Distinguished Conduct Medals, Military Medals, have been mentioned in Despatches on innumerable occasions, and have suffered heavy casualties.

**FRONT-LINE MILITARY POLICE AT WORK IN A TOWN IN ITALY**

The Corps of Military Police rank in the Army List as non-combatants: yet many of them perform vital and dangerous jobs. In Italy they direct the traffic and give information to all who need it in every town and village which falls into Allied hands. In most cases they work under constant shell-fire and always in danger from mines and concealed enemy snipers. They put up direction notices and warning-boards at all convenient points so that the Army can get to the front in the shortest possible time. This picture was taken in a little Italian town just after its occupation by the Eighth Army: it shows two men of No. 3 Detachment of the C.M.P. investigating suspicious movements in a supposedly deserted house

*The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export*

# PICTURES OF HOME INTEREST

**A DERBY HOPE IS BORN : Sun Chariot and her foal, sired by Blue Peter :** Sun Chariot was one of the Queens of the Turf until she was retired last year and the greatest racing filly since Polly and Sceptre. She is now, in every sense, Queen of the National Stud at Newmarket. She has just given birth to her first colt foal, which was sired by Blue Peter. The foal belongs to the nation : he was born on March 14. Sun Chariot's next foal will be sired by Big Game

**THE COLT FOAL OF SUN CHARIOT, born just over a month ago at the Aislabie Stud at Newmarket. This colt will, in all probability, eventually run in the Derby**

**REHEARSING FOR RELIEF WORK ON THE CONTINENT after the coming Allied invasion :** The Guide International Service is on the list of the British societies which will work in conjunction with U.N.R.R.A. for the relief of the Continental countries after their release from the Nazi yoke. There are about sixty girls fully trained, ready to go overseas at a moment's notice : altogether 600 are to be trained for the work. The guides have been instructed in child welfare, all kinds of farm work, the care of animals, first-aid repair to houses, looking after refugees, etc. For the purpose of training the guides, Miss Tuckwell (responsible for the girls' instruction) recently staged a refugee scene at a camp near Guildford : a number of "refugees" arrived and were received and fed by the girls under training

**A HIGHLY-SKILLED WOMAN GAUGE-MAKER ON THE L.M.S. :** Mrs. Jessie Murray is twenty-four years old : she entered the company's service on March 24, 1941, having worked previously as a machinist. She was transferred to gauge-making five months later and, although possessing no theoretical qualifications, she is now making gauges to a plus or minus limit of 1/2,000th of an inch. The mathematical qualifications necessary for the job were all assimilated whilst working in the tool-room. Mrs. Murray is the only woman in the L.M.S. Railway Works in Glasgow working from drawings and without supervision

**A HIGHLY INTERESTING EXPERIMENT WITH PRISONERS AT WAKEFIELD. An instructor, facing camera, talks to two of his pupils in the engineering training-class at Wakefield Prison.** In a recent speech, the Home Secretary, Mr. Herbert Morrison, revealed the existence of a camp attached to Wakefield Training Prison. "Some prisoners can be handled well in what I might call 'minimum security' establishments," he said. "I recently visited a farm-camp run by the training-prison at Wakefield. For some years 100 prisoners have lived and worked here, in wooden huts, deep in the country, without so much as a string of wire round them. They are, of course, 'hand-picked.' The staff numbers exactly four. Only one man ever tried to escape—and he was soon brought back. . . . We mustn't be thoughtlessly sloppy about crime, but we had better recognise that it is difficult to train men for freedom in conditions of captivity"

**THE ENTRANCE GATE TO THE NEW HALL CAMP. The land was acquired in 1933 : parties of prisoners conveyed daily from the prison cleared the woodland and gradually erected the camp**

The World of Books—By Vernon Fane

# THE WEEK'S BEST FACT AND FICTION

*A History of the Brains Trust; Edmund Blunden's Cricket Book; Sheer Stark Adventure; A Novel of Conquered France*

*"If it were known when 'tis known*
*Then 'twere well it were known quickly. . . ."*

WHICH might be, but almost certainly isn't the motto of the Brains Trust. Information While You Wait—Heeding Without Tears—Joad of Joad Hall—are just a few of the improbable, if relevant, sub-titles that this popular B.B.C. feature might have had in the three years or more since its inception. This most-appreciated of broadcast programmes deserves a contemporary history of its own, and Mr. Howard Thomas, as its inventor and original producer, was obviously the man to write it.

**BRITAIN'S BRAINS TRUST** (Chapman and Hall. 15s.) is an entertaining volume, appropriately to the subject. Mr. Thomas pulls few of his punches. If any reader, looking through the book in his favourite bookshop before he forks out the necessary shillings, would like some proof for this, let him turn to page 35, and study Mr. Thomas' critical opinion of Dr. Joad, and Dr. Joad's effervescent footnotes to that opinion!

And as for the questions themselves, here are a few that stumped all the experts:

"What is the difference between a stock and a share?"

"Why can you tickle other people but you can't tickle yourself?"

"Why throughout the world does a nod mean 'Yes' and a shake of the head stand for 'No'?"

"How does a fly land on the ceiling?" and "How do zipp fasteners work?"

"Why is a bottle of champagne broken over the bows of a ship at her launching? And why champagne?"

If you can answer these correctly, and extemporaneously, without references, you're a better man than those boys in the back room. One question of my own: whatever became of Joad's giggle?

We do not find it surprising that, in proud, pied April, though the world be shaken and torn in conflict, and we, in this island, are tensed for what may very well be the greatest battle in history, our war-laden newspapers should be carrying a lively correspondence on brighter cricket. The friendly ally in our midst may raise an eyebrow and be tempted to wonder what it is all about especially when he finds the next letter, and not so importantly placed, is about overworked mothers. To try to explain cricket is to try to explain the English, which is something that has often been attempted, seldom successfully, and by Scotsmen, among others. In the western hemisphere they deal in what is called, a way of life, but here it seems that it is its very waywardness which is enjoyed and which baffles others.

Nor is it incongruous, therefore, that cricket and poetry should so often blend into the weft. Like that other essential English sport, hunting, its mark on English literature is indelible.

Mr. Edmund Blunden has once more enriched our literature with **CRICKET COUNTRY** (Collins. 8s. 6d.). Here is a poet's book, and since all cricketers, God bless 'em, are not literate, many of its esoteric allusions will flash by them with the lightning grace of a late cut by Ranji. Nevertheless, they will read and enjoy once more in retrospect the account of that surprising catch by Percy Chapman which dismissed Bradman: the stubborn and apparently unnecessary innings of J. W. H. T. Douglas at Lords, and of how Hutton defied the hobgoblin work of O'Reilly in that historic innings at the Oval.

Others may take a special pleasure in a chapter entitled "Our Authors: An Opening Pair," and will not be surprised to find Mary Russell Mitford and John Nyren going in first.

I cannot forbear one quotation, taken from the Preface, in which Mr. Blunden plays a tribute to the late Captain Hedley Verity. "Verity's tall and well-poised figure, his entire expression of accurate strategy arranging all the game to his intention save for his respect for the other arrangers, his trust in the fine art of his cricket no matter how much some crashing interlude of sheer shock tactics seemed to disqualify it, will stay with us who saw him in his decorous triumphs."

On a sunshiny spring day, with the London squares full of flowering white cherry trees and the sky dotted with prancing silver balloons, I sat myself down to read one of the starkest and most brutal adventure stories which have come my way for a long time. The first page frankly repelled me; the second began to hold my interest, and from then on I was caught and read through to the last word.

**SYDNEY DUCK** (Hutchinson. 9s. 6d.) is, despite its name, mainly a story of Yankee sailors, English remittance men and San Franciscan thugs in the days of the California gold rush, and its subsequent waves of prosperity and lawlessness. The Sydney Ducks are those ticket-of-leave men from Port Jackson, which was later to be called Sydney, who made their way to the West Coast of America, lured by the prospect of easy money, and a wide-open city.

The easy money often proved a will-o'-the-wisp, but there was no doubt about the city. It smelt of vice and corruption and most of the known forms of lawlessness. Living in its rowdiest quarter was a New England woman, Harriet Hyde, who had taken her lover's surname, and was running a casino as a prelude to running a string of even more profitable bawdy houses. She had been married to a Yankee sea captain who, during their long voyages, had flogged and tortured her till one night she threw him to the sharks in Sydney Harbour, and sailed the ship to California with her own crew.

Mr. Eric Baume writes of this and of her subsequent adventures with enormous and infectious gusto; he whips the story along, keeps the pace going and has an evident horror of the dull moment since he excludes all that is not exciting in action or dramatic in situation. It may not be the book for a nervous insomniac, but I could recommend it to most other people over the age of eighteen.

Mr. Hugh Massingham's new novel is the equal of any I have read on this subject and perhaps the most profound that has yet appeared. **RIPE FOR SHAKING** (Cresset Press. 9s. 6d.) is the story of Society, in the wider sense—in a French provincial spa during those months of the "waiting" war until the collapse of France. An Englishman, invalided out from the Army, comes there to recuperate, and it is he who is the narrator.

He meets the local notables—Tatiana, the beautiful and intelligent wife of an Italian anti-Fascist, Mario; Madame Benoir, her aunt, who lives on *snobisme* and scandal; an elegant Polish count, who lives on his wits, but gracefully; and a group of individuals each of whom represents a different French type, whether a priest, a hotel proprietor, an amused cynic from their ministry of information or a Communist schoolmaster.

Against the background of these characters and their development, the Englishman's personal drama is played; his divorce, his love for a German refugee painter, his attempts to get her a passport, and his gradual merging into the pattern. When they are all caught up in the war they had almost forgotten, action takes the place of reflection, and things move violently.

Mr. Massingham is a sensitive writer with real integrity. What is more immediately apparent is that his dialogue (and the book is two-thirds dialogue), is good enough to capture the French spirit completely, although it uses no clumsy devices of literal translation, or the even clumsier sprinkling of French words, like self-conscious currants in literary dough. His book is full of charming and revealing incidents, and it has the power of moving the reader most sincerely.

**A MUSLIM BRIDE-TO-BE:** Miss Patricia Mary Priest, of Sparkling Brook, Luppitt, near Honiton, Devon, whose engagement to Dr. Hassan Nachat Pasha, the Egyptian Ambassador in London, has recently been announced. According to Egyptian law, if a diplomat marries a foreigner, he must retire from the service, so when Nachat Pasha marries, London may lose an Ambassador

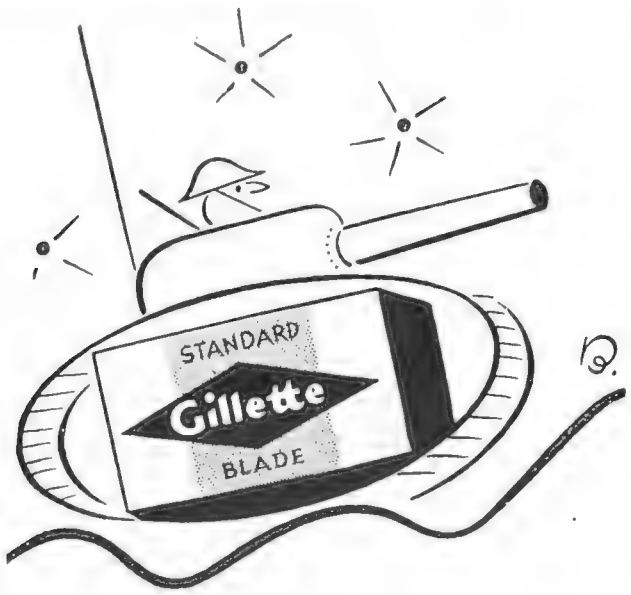
**EARL JELLICOE WEDS:** Major Earl Jellicoe, of the Coldstream Guards, has just been married at the Garrison Chapel in Beyrout to Miss Patricia Christine O'Kane, of the British Legation. The Earl has earned distinction as a Commando officer and has won the D.S.O., M.C. and Croix-de-Guerre

**LADY BRIDGET ELLIOT,** daughter of the Countess of Minto, and Major James Averell Clark, D.F.C., of the U.S. Air Force, who were married last week. Major Clark has taken part in a number of daylight raids on Germany. Lady Minto, whose home is at Minto House, Hawick, Scotland, has been working as an unskilled labourer in an aircraft factory

**CAPT. THE HON. QUINTIN HOGG, M.P.,** and his bride, Miss Mary Evelyn Martin, seen after their wedding last week at Caxton Hall. Lord Hailsham, the bridegroom's father—and a former Lord Chancellor—was present at the ceremony. The bride is the only daughter of Mr. Richard Martin, of Kensington

## The Shaftesbury Homes and "Arethusa" Training Ship

This Society is greatly in need of new supporters, and many friends are reaching the eventide of life. One such friend, now over 100 years, has just increased her gift fourfold. Please send a gift to this old-established work for children. Address: 164, Shaftesbury Avenue, London, W.C.2.

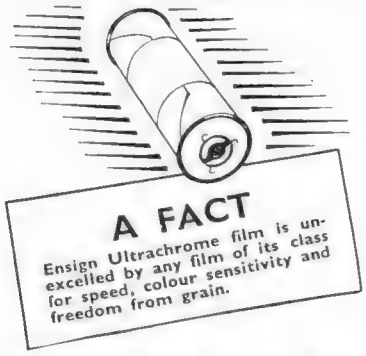



**Close Shave!** The Standard Gillette blade is an expert in getting to grips wherever the enemy is thickest. It makes smooth tracks through the heaviest going. It is made of fine steel—worthily carrying on the peace-time tradition of the famous Blue Gillettes.

# Gillette in battledress

Gillette "Standard" and "Standard Thin" Blades (plain steel) 2d each, including Purchase Tax. Fit all Gillette razors, old or new.

*If you can't always get them, remember they're worth trying for! Production still restricted.*




## AND A FORECAST

When we are no longer pre-occupied with war work and the removal of shipping restrictions makes it possible for roll film to be supplied in ample quantities, the demand for Ensign will be insistent. Meanwhile, Ensign Roll Films are still obtainable, but only in limited quantities, so please be patient with your dealer if he cannot always supply.

**Ensign** FILM **is worth asking for**

THE HOUGHTON BUTCHER MANUFACTURING CO., LTD.
ENSIGN WORKS · WALTHAMSTOW · LONDON, E.17

BY APPOINTMENT
TO H.M. KING GEORGE VI

LIQUEUR SCOTCH WHISKY
VAT 69
REGISTERED
Wm. Sanderson Son. Ltd
DISTILLERS.
LEITH. SCOTLAND

VAT 69

'Quality Tells'

Sanderson's
LUXURY BLEND SCOTCH WHISKY

WM. SANDERSON & SON LTD., LEITH

"It was at the last Air Pageant . .

. . . at Hendon you know in 1937, when I was so impressed by the TANNOY LOUD SPEAKER SOUND SYSTEM.
TANNOY was installed at most of the big events. I thought it was very good. Now I *know* it's good, for we've had one here in the works for some years. Our works are extensive, but I can be in instant touch with any of my key men by just a flick of a switch."

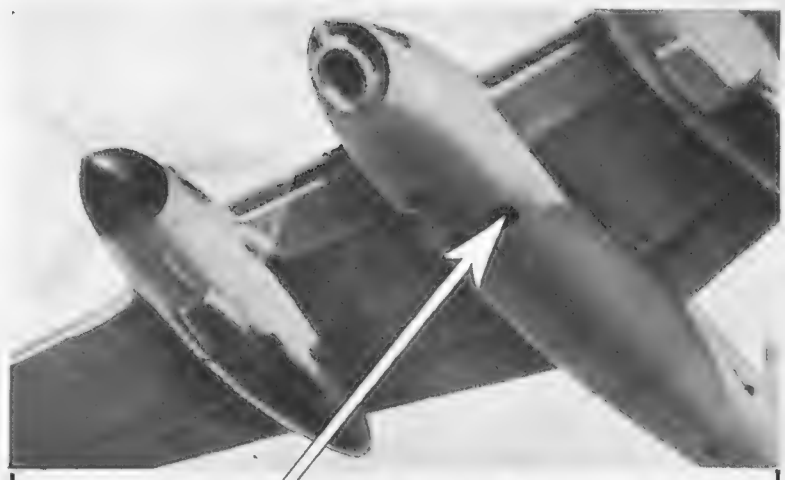
"TANNOY"
is the registered trade mark of equipment manufactured by GUY R. FOUNTAIN LTD., Canterbury Grove, S E.27, and branches. Phone: GIPsy Hill 1131

*TANNOY are extensively engaged on work for the Services and war industry, but if yours is a high-priority project we may still be able to help you.*

TANNOY
THE SOUND PEOPLE
GUY R. FOUNTAIN, LTD.

*The largest organisation in Gt. Britain specialising SOLELY in Sound Equipment*





KODAK FILM
is in the skies
recording the effect of
our bombing

Nearly six miles above enemy territory the camera looks down —for a fraction of a second. In that time the film collects information which in earlier wars would have taken months to acquire. If you have difficulty in getting 'Kodak' Film, remember it is because such vital work must come first.

Kodak Limited, Kodak House, Kingsway, London, W.C.2 C.8b.

YOUR WILL

Have you thought of the anxiety which may be caused to your dependants if for any reason your affairs have not been satisfactorily arranged?

In these days when life is so uncertain, the advisability of appointing a corporation rather than an individual as the Executor of your Will or in the capacity of Trustee needs little emphasis. By so doing, continuity is preserved and you are assured of efficient administration.

Full details can be obtained, whether you are a customer of Lloyds Bank Limited or not, from any Branch or from its Executor and Trustee Offices at

Ewhurst Place, Ewhurst (near Guildford), Surrey, 39 Threadneedle Street, E.C. 2, 5 Albemarle Street, W. 1, Birmingham, Bournemouth, Bristol, Exeter, Liverpool, Manchester, Neath (Glamorgan) and Newcastle upon Tyne.

1677

LLOYDS BANK
LIMITED

*Head Office:*
*71 Lombard Street, London, E.C. 3*

# 'Celanese' TRADE MARK products

In the past you looked for Beauty and found 'Celanese' . . .
Today you look for Quality, and still the answer is 'Celanese'. It is a little more difficult to find as Government restrictions and problems of raw materials, transport, and labour make it impossible to maintain a normal supply.
'Celanese' Products are also the answer to many wartime needs of the Forces; and when Peace comes you will find wonderful new products will emerge from these urgent demands of war — a gay peacetime harvest of grim wartime effort.

G215/A



BY APPOINTMENTS

# ATKINSONS
# *Eau de Cologne*

The gay whirl of the waltz first reached England in 1812, and when the young lady of fashion first danced it, wearing her Indian muslin cut *a la grecque*, her hair turbaned Oriental fashion (and, of course, her Atkinsons Eau de Cologne), there was a great deal of eyebrow raising. To-day the eyebrows are raised again, although this time the cause is the throbbing, sub-tropical rhythm of the Conga, danced in a winding, hip-shaking crocodile. So things don't change much after all. And although the dancers now wear Utility dresses and shake a rayon ankle, they still prefer their Atkinsons Eau de Cologne for adding enchantment to a war-time evening. But, unfortunately, in 1944 the last few drops of this lovely essence must be treasured carefully, for its manufacture has ceased for the duration. We're sorry!

*ATKINSONS OF OLD BOND STREET*

AEC 144A-821 J. & E. ATKINSON LTD.



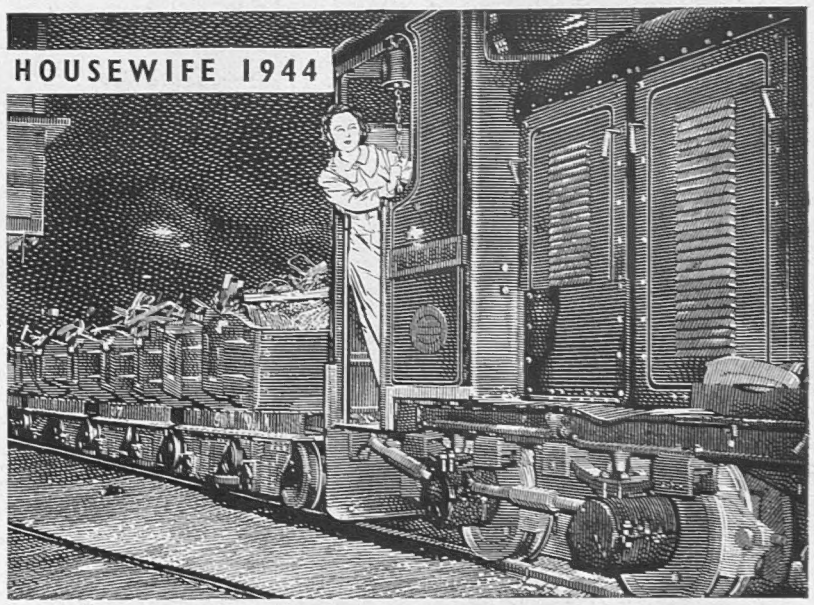
# Horrockses Regd.

*the Greatest Name in Cotton*

SHEETS · PILLOWCASES
TOWELS · FLANNELETTES
WINCETTES · DRESS GOODS
SHIRTINGS · FURNISHINGS
UTILITY FABRICS · ETC.

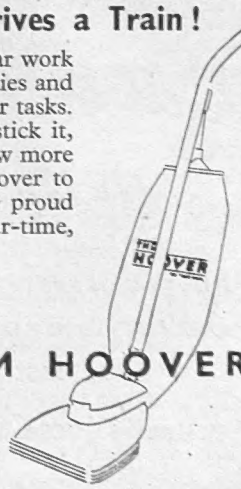
HORROCKSES, CREWDSON & CO. LTD., PRESTON, MANCHESTER, BOLTON, LONDON






## The Hand that held the Hoover drives a Train!

Not many of our housewives are doing jobs of war work like this! The great majority of those in the factories and workshops are plugging away on far less spectacular tasks. But whatever the job these "Housewives 1944" stick it, and run their homes as well! Many of them, now more than ever, must bless the day they bought a Hoover to save their sorely needed time and energy! We're proud to have helped them do a "double job" in war-time, and in admiration say —



# *Salute!* FROM HOOVER

*Hoover users know best what improvements they would like in the post-war Hoover. Suggestions are welcome.*

BY APPOINTMENT TO H.M. KING GEORGE VI AND H.M. QUEEN MARY
HOOVER LIMITED, PERIVALE, GREENFORD, MIDDLESEX

BY APPOINTMENT TO
H.M. KING GEORGE VI

*EVER* since the war began we have largely specialised in the fine tailoring of officers' uniforms for the Allied Fighting Services, and our materials, cut, style and workmanship have earned, and continue to earn, consistent approval.

When — may it be soon — we are able to resume our specialisation in civilian and sporting outfits, we hope to earn an equal satisfaction by providing clothes of unimpeachable style and character at a price-range which will notably endorse their value.

**Bernard Weatherill Ltd**

**MILITARY, CIVIL AND SPORTING TAILORS—BREECHES EXPERTS**

55 CONDUIT STREET, LONDON, W.1

11 BENNETT'S HILL, BIRMINGHAM

*and at Aldershot, Camberley, Richmond (Yorks.), Newark, Hove, Douglas and Harrogate*

# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor* THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1*

## BOURNE HALL HOTEL, BOURNEMOUTH

Offers shops, scenery and plenty of sunshine. Provides admirable quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing-space. From 5 gns. per week. *Resident Directors:* Mr. and Mrs. R. J. Bray.

## THE NORFOLK HOTEL

**BOURNEMOUTH**

Here the policy in wartime as in peace has never wavered. To guard zealously their reputation of being known as "One of Britain's finest hotels." Telephones —Number 7272—every room. Active Proprietors: Mr. and Mrs. F. J. McInnes.

**BUXTON, DERBYSHIRE**

## THE PENDENNIS HOTEL

Comfort and beautiful country: altitude 1,100 ft.; ideal for your honeymoon or next leave From 4 guineas inclusive.

## CREST HOTEL, CROWBOROUGH, SUSSEX

"A wee bit of Scotland in Sussex." Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding. Cocktail Lounge. All-weather Tennis Court. Lift. Central heating throughout.

## THE RED HOUSE

**LEATHERHEAD**

Always very popular amongst Business and Retired people because of its accessibility to Town and its comforts. Vacant rooms are few and far between, but they are worth waiting for. Tel.: 2271.

## MOOR HALL HOTEL & COUNTRY CLUB

**NINFIELD, Sussex** Here, 250 ft. up, facing due south, you can get a break from war routine. Fresh produce from our own farm and gardens. Riding, fishing and rough shooting. Trains met Crowhurst, Battle, or Bexhill. From 5 gns. Tel.: Ninfield 330.

## HEADLAND HOTEL

**TORQUAY**

Though often full, it is an hotel to make a note of should you wish to enjoy quiet luxury midst peaceful surroundings. The Management will welcome advance enquiries.

## THE SPA HOTEL, ROYAL TUNBRIDGE WELLS

And here is peace. The hotel faces the sun and the South. It stands in a sheltered, health-giving position in 60 acres of park land, immune from all traffic noises; admirably adapted for long-period stays. A FEW GOOD ROOMS ARE AVAILABLE FOR SPRING RESIDENCE. Tun. Wells 1911.

## WALDRONHYRST, SOUTH CROYDON

A residential hotel which provides safety and satisfaction, within ½-hour of West End. But "seeing is believing." 'Phone CROydon 2641, and arrange to view the 40 rooms and the 4 acres of grounds. Terms from 4 gns.

## THE OLD HOUSE HOTEL

**WINDSOR**

There are occasional bedroom vacancies and always a chance of good food and good wine if you will but 'phone beforehand Windsor 1354. Luncheons 5s. Dinners 5s., and 2s. 6d. House charge.

*If I lived where they are 'zoned' I'd have pounds of*

**"Suchard"**

*'Velma' & 'Bittra' Chocolates—if they were off the ration!*

**But you *are* rationed—and *they* are zoned to the east**

SUCHARD CHOCOLATE LTD
Keetons Road, London, S.E.16

**FINE, THANKS!**

*I eat something crisp and crunchy every day. When I can get it, I prefer*

**RYVITA**

CRISP, NOURISHING DAILY BREAD

**"Little Tommy Tucker sings for his supper"**

Poor Tommy! It was an uncertain way of finding a meal. But many of our little Tommies and Tomasinas were just as supperless until they found a safe home with us. Now we have to sing for **their** suppers. 6,300 suppers every evening! 10/- will provide Tommy's supper for a month.

**WILL YOU HELP?**

**Any help (however small) gratefully received by the Secretary, W. R. Vaughan, O.B.E., Church of England WAIFS & STRAYS SOCIETY, JOEL STREET, PINNER, Middlesex, England.**

*(Bankers: Barclays Bank Ltd., Kennington, S.E.11)*

*'Milk of Magnesia'* (Regd.) *Tablets*

By effectively correcting acidity 'Milk of Magnesia' Tablets give prompt relief from indigestion. They are convenient to carry and may be taken as required.

*Recommended by Members of the Medical Profession.*

*'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.*

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, APRIL 29, 1944. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

Thank goodness
I always bought

# 'Viyella' Regd. SERVICE SHIRTS

**COOL WHEN IT'S HOT—WARM WHEN IT'S NOT**

Comfortably soft to the skin, 'Viyella' Service Shirts have been on active service for half a century, and are still right for any battlefront, any climate. Made in regulation khaki, Air Force blue and white.

A 17b

**EXPLANATION:** *War conditions restrict the sale of Rose's Lime Juice in Britain. But in many parts of the Empire distribution goes on. Here, you see how we spread the news in those great countries that make up the British Empire.*
★ *Here is an advertisement published in Rhodesia.*

## APRES LA GUERRE FINI

"Last night, old boy, I had a most remarkable dream. Shall I tell you about it?"

"*No.*"

"Don't be selfish, old boy. I dreamt that the war was over, and that I'd taken the first boat Home."

"*Yes?*"

"And hired the Albert Hall and given the largest party in the history of the human race."

"*Anything to drink?*"

"Everything. Everything from champagne to palm toddy, not forgetting Kaffir beer. There was dancing and singing, conjuring tricks, brass, string and jazz bands, and a quiet game of strip poker for the more staid and respectable guests."

"*I see. It's your ambition to give London the biggest hangover since Hitler's patience was finally exhausted.*"

"Not a bit of it. I dreamt that I'd ordered in cases and cases and cases of Rose's Lime Juice. Rose's to mix with gin and Rose's to drink by itself after the celebration. There wasn't a headache in the whole Metropolis."

"*So you dreamt that there'll be plenty of Rose's after the war?*"

"Oceans of it. Just like old times."

"*Oh boy, Oh boy, Oh boy. Let's hurry up and win.*"

**ROSE'S** — *There is no substitute*

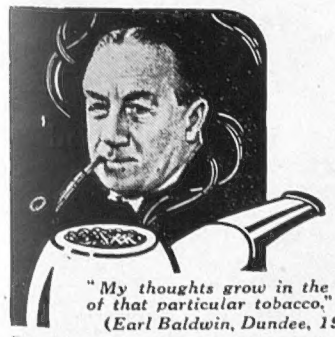
KERFOOT

KERFOOTS
MEDICATED
PASTILLES

embodying the manufacturing experience of eighty years

MENTHOL & EUCALYPTUS
CATARRH . ANTISEPTIC THROAT

Thomas Kerfoot & Co. Ltd.
Vale of Bardsley, Lancashire P1



*"My thoughts grow in the aroma of that particular tobacco."*
*(Earl Baldwin, Dundee, 1925.)*

Few tobaccos could inspire such praise in a public speech yet all the cool sweetness and pleasure of this slow-burning tobacco may fill YOUR pipe at a cost of only 2/9½ per oz. in Britain. Sold only sealed, in packets and tins.

**Presbyterian Mixture** 2/9½

A. GALE & CO., LTD., GLASGOW, C.1

Burlingtons are the perfect alternative to imported Havanas.
Guaranteed made and rolled from the finest imported Havana and other world famous cigar leaf.

BURLINGTON Cigars
Half Coronas 1/2 Petit Coronas 1/7
Coronas 2/-
Obtainable from all High Class Dealers and Stores

BURLINGTON CIGARS, 173, NEW BOND STREET, W.1

## Note these Facts

**NEURITIS has one thing in common with Headache, Sleeplessness, Rheumatism, Toothache, Colds and 'Flu:**

**like them, it is safely and also speedily relieved by two tablets of 'Genasprin'.**

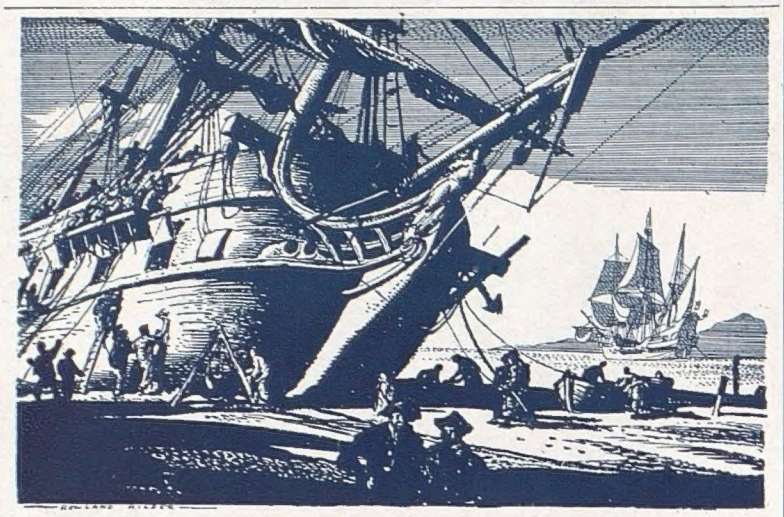
One cause of *Neuritis* is the abnormal stimulation of the nerves by substances formed during imperfect metabolism. The nerves become inflamed and irritated, and severe pain is the result. In cases of acute, long-standing Neuritis you should, of course, consult a doctor, but in the meantime two tablets of 'Genasprin' taken in a little water can be relied on to reduce and even banish the pain.

'Genasprin' is the absolutely pure, absolutely safe brand of aspirin that will not harm heart or digestion. And fortunately 'Genasprin' is one of the things for which it is no longer necessary to accept a substitute. Ask your chemist for it; he has it in stock in 1/5d. and 2/3d. cartons.

**'Genasprin' *kills Pain quickly—time it!***

The word 'Genasprin' is the registered trade mark of Genatosan Ltd., Loughborough.

## Barnacles in the Spanish Main!

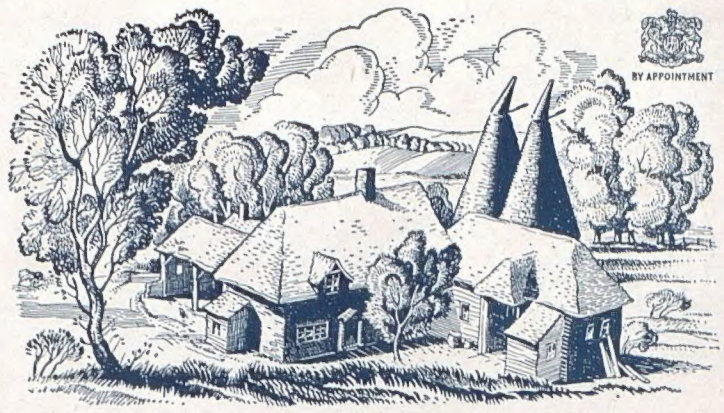


ONE of the toughest and most tedious jobs in the days of the Jolly Roger was scraping weed and barnacles from the ship's bottom for re-painting or tarring. Indeed, scraping off old paint or fouling from any metal, particularly rust and scale from iron or steel, was always a slow, backbreaking job, until the scientist evolved the oxy-acetylene flame-brush. This simple yet ingenious tool wipes off old paint, rust, and dirt almost as fast as the hand can move. It does more. It thoroughly dries the metal so that no damp is left in its pores . . . and the new paint really binds. Hence a double economy—the job is more quickly done and, once done, lasts longer. These and many other labour-saving tools are being constantly improved by the scientists of Britain's liquid oxygen and compressed gas industry, which produces and distributes each day millions of cubic feet of oxygen and acetylene, to say nothing of nitrogen, argon, helium, and other gases needed for medicine and industrial purposes.

BOC

THE BRITISH OXYGEN COMPANY LIMITED, LONDON






TO preserve the English way of life and all that it implies—cricket on the green, afternoon tea on tree-shaded lawns, the fresh, busy dawn of a summer's day on the farm—these are the things we're fighting for. We, at G.H.Q. Atco have had our share of the battle, and long, like you, for a return to these scenes. For the name Atco is as closely entwined in the outdoor life of England as ivy on the oak tree.

ATCO

ATCOMOWERS · ATCOSCYTHES · ATCOTRACTORS · ATCOTRAINERS · ATCO-OPERATION IN INDUSTRY'S POST-WAR LIGHT ENGINEERING PROBLEMS ·

CHARLES H. PUGH, LTD., WHITWORTH WORKS, BIRMINGHAM



KERSHAW

Many Sportsmen and other users gave up their

**KERSHAW PRISM BINOCULARS**

in response to the appeal of the Government, and by doing so helped the country over a difficult period. In common with other things which give pleasure to their owners, these instruments are at the present time unobtainable, but they will be available again when we have finished the job we have in hand.

The realisation of your desire to re-possess these instruments will coincide with a return to peace conditions.

**KERSHAW PRISM BINOCULARS**

like all good things are worth waiting for, and are certainly a good thing to possess for they are the

**WORLD STANDARD of QUALITY**

Records of all communications referring to these Glasses are being kept for the purpose of contacting the writers at a later date. Shall we add your name to the list?

A. KERSHAW & SONS, LIMITED,
3, EMBASSY BUILDINGS,
GERMAIN STREET, CHESHAM, BUCKS.
(Temporary war time address)
Telephone: Chesham 266

Good as they are, Synthetic Rubber Tyres will not stand bad treatment. OVERLOADS shorten their life considerably, so does OVER-HEATING. On long runs we recommend a halt every three or four hours. Your care will be well rewarded.

THE
**NORTH BRITISH**
RUBBER COMPANY LIMITED

RW/T6


PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, APRIL 29, 1944. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.